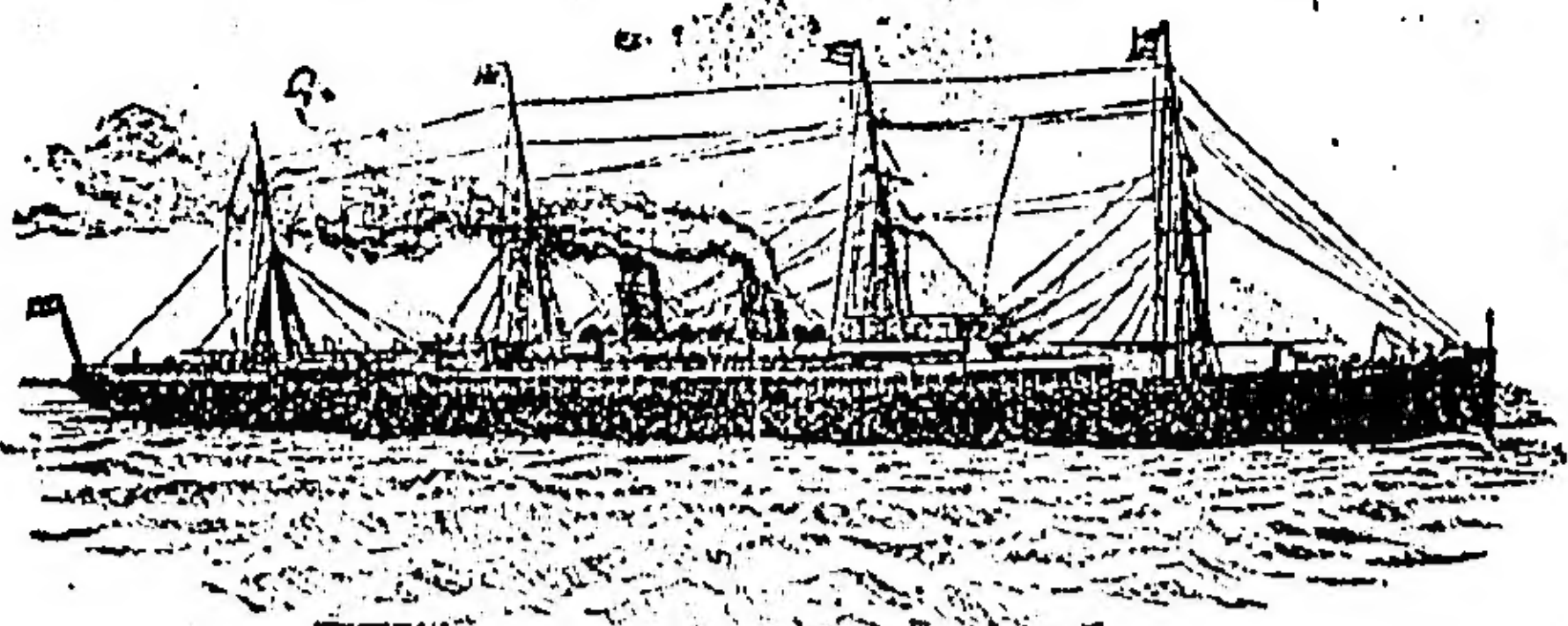


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"KOREA"	TUESDAY, 28th July, at Noon.
"GALIC"	TUESDAY, 4th August, at Noon.
"HONGKONG MARU"	FRIDAY, 14th August, at Noon.
"CITY OF PEKING"	SATURDAY, 22nd August, at Noon.
"DOIC"	TUESDAY, 1st September, at Noon.
"NIPPON MARU"	TUESDAY, 8th September, at Noon.
"SIBERIA"	WEDNESDAY, 16th September, at Noon.
"COPTIC"	SATURDAY, 26th September, at Noon.
"AMERICA MARU"	SATURDAY, 3rd October, at Noon.

Record Trip Yokohama to San Francisco made by S.S. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P. M. Company's Steamship "KOREA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 28th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return-tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchants' Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 22nd July, 1903.

E. W. TILDEN, Agent.

CANADIAN PACIFIC STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
"EMPERESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF CHINA"	6,000 Tons	WEDNESDAY, 5th August.
"ATHENIAN"	3,882	WEDNESDAY, 12th August.
"EMPERESS OF INDIA"	6,000	WEDNESDAY, 26th August.
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, 23rd September.
"TARTAR"	4,425	WEDNESDAY, 7th October.
"EMPERESS OF CHINA"	6,000	WEDNESDAY, 21st October.
"ATHENIAN"	3,882	WEDNESDAY, 4th November.
"EMPERESS OF INDIA"	6,000	WEDNESDAY, 18th November.
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, 16th December.
"TARTAR"	4,425	WEDNESDAY, 30th December.

THE magnificent "EMPERESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, "TARTAR" and "ATHENIAN" 14 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 97 Hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets at various ports at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pedder's Street.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passengers.
WURZBURG	HAVRE, BREMEN and HAMBURG.	29th July.	Freight and Passengers.
v. Hinner	(Calling at SINGAPORE and COLOMBO).		
BADENIA	HAVRE and HAMBURG.	12th August.	Freight.
Röden	(Calling at SINGAPORE and PENANG).		
STILFONIA	HAVRE and HAMBURG.	26th August.	Freight.
Hildebrandt	(Calling at SINGAPORE and COLOMBO).		
KONIGSBERG	HAVRE and HAMBURG.	9th Sept.	Freight and Passengers.
Mayer	(Calling at SINGAPORE and PENANG).		
ANDALUSIA	HAVRE and HAMBURG.	23rd Sept.	Freight.
von Döhren	(Calling at SINGAPORE and COLOMBO).		
ARABIA	NEW YORK	about middle	
Bahle	VIA SUEZ CANAL.	of August.	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 9th July, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons	Captain H. D. Jones.
"POWAN,"	2,338	G. F. Morrison, R.N.R.
"FATSIAN,"	2,360	A. N. Dixon.
"HANKOW,"	3,073	C. V. Lloyd.
"KINSHAN,"	2,860	J. J. Lassius.

Departures from HONGKONG to CANTON daily at about 8 A.M. (Sunday excepted) and at about 6 P.M. (Saturday excepted).

Departures from CANTON daily at about 8 A.M. (Sunday excepted) and at about 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao daily at about 1 P.M. as per special Schedule, Sunday Do. from Macao to Hongkong daily at about 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,19 tons, Captain T. Hanlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "NANNING," 369 tons, Captain R. D. Thomas.

"SAINAM," 388 B. Branch.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD

Hongkong, 22nd July, 1903.

1357c

Intimations.

HONGKONG, CANTON AND MACAO
STEAMBOAT COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTY-FOURTH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the OFFICE of the Company, No. 18, Bank Buildings, Queen's Road Central, on TUESDAY, the 4th August, at 12 o'clock NOON, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the Appointment of Directors, and re-electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st of July to the 31st August, inclusive.

By Order of the Board of Directors,
J. GOOSMANN,
Acting Secretary.

Hongkong, 15th July, 1903. 1844c

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held at the CITY HALL, Hongkong, on SATURDAY, the FIFTEENTH day of AUGUST next, at NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1903.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 22nd July, 1903. 1877c

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTERS OF SHARES of the Corporation will be CLOSED from SATURDAY, the FIRST, to the FIFTEENTH day of AUGUST next (both days inclusive), during which Period no Transfer of Shares can be Registered.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 22nd July, 1903. 1878c

THE HONGKONG ICE COMPANY, LIMITED.

NOTICE.

IN accordance with the Provisions of No. 104 of the Articles of Association the General Managers have This Day declared an INTERIM DIVIDEND for the Half Year ended 30th June, 1903, of FOUR DOLLARS per Share.

DIVIDEND WARRANTS may be obtained on Application at the OFFICE of the Company on and after TUESDAY, 28th July.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th to 28th inst., both days inclusive.

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 15th July, 1903. 1845c

THE WEST POINT BUILDING CO., LIMITED.

AN INTERIM DIVIDEND of ONE DOLLAR AND A HALF per Share for Six Months ending 30th June, 1903, will be PAYABLE on the 28th instant, on which Date DIVIDEND WARRANTS may be obtained on Application at the COMPANY'S OFFICE.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd to the 28th instant, (both days inclusive).

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to

The Hongkong Land Investment and Agency Co., Limited,

General Agents for

The West Point Building Co., Limited.

Hongkong, 14th July, 1903. 1838c

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LIMITED.

AN INTERIM DIVIDEND of SIX DOLLARS per Share for Six Months ending 30th June, 1903, will be PAYABLE on the 28th instant, on which Date DIVIDEND WARRANTS may be obtained on Application at the COMPANY'S OFFICE.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd to 28th instant, both days inclusive.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, 14th July, 1903. 1839c

Intimations.

SANITARY BOARD.

NOTICE.

THE Board having found it necessary to institute summary proceedings against people using CHALK and WATER in lieu of LIME-WASH, owners of houses are hereby informed that CHALK and WATER cannot be accepted in lieu of LIME-WASH, but that there is no objection to colouring matter being added to the LIME-WASH.

By Order,
G. A. WOODCOCK,
Secretary.

Sanitary Board Room,
Hongkong, 11th July, 1903. 1846c

WILLIAM POWELL, LIMITED.

THE SECOND ORDINARY YEARLY MEETING OF SHAREHOLDERS in the above-named Company will be held at the COMPANY'S PREMISES, No. 28, Queen's Road Central, on WEDNESDAY, the 5th August, 1903, at NOON, to receive the Report and Statement of Accounts for the year ending 30th June, 1903, electing Directors and declaring a Dividend.

The TRANSFER BOOKS of the Company will be CLOSED from the 31st July to the 5th August, both days inclusive.

By Order of the Board of Directors,
R. G. HECKFORD,
Manager.

Hongkong, 23rd July, 1903. 1880c

HONGKONG JOCKEY CLUB.

NOTICE TO MEMBERS.

AT A MEETING OF SUBSCRIBERS held at the HONGKONG HOTEL on the 16th July last, it was unanimously decided to accept a Tender from the Shanghai Horse Bazaar Co., Ltd., for the supply of China Pony Subscription Griffs for our 19th Race Meeting.

Members who were not present and who have not yet officially put their names down can now do so by communicating with the undersigned, from whom full particulars as to terms and conditions may be obtained.

The List will close on SATURDAY, 1st August next.

By Order,
T. F. HOUGH,
Clerk of the Course.

Hongkong, 23rd July, 1903. 1881c



GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that GUN PRACTICE will take place from Belcher's Batteries on TUESDAY, the 28th July, 1903.

By Command,
F. H. MAY,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 20th July, 1903. 1873c

CHINESE AMERICAN COMMERCIAL COMPANY.

司公美華

IMPORTERS, EXPORTERS AND MANUFACTURERS.

THE Company's OFFICES are established at Nos. 20 and 21, CONNAUGHT ROAD opposite DOUGLAS PIER.

Hongkong, 1st May, 1903. 1543c

MACWEN, FRICKEL & CO.

have undertaken the Sole Agency in Hongkong for



A Pure LAGER BEER excellently Suitable for Hot Climates.

A Refreshing Beverage.

\$16.00 per case of 8 doz. pts.

or \$2.00 per doz.

3, Duddell Street, Hongkong.

18th June, 1903. 1650c

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 65 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge-Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegram: "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[573c

THEY HAVE ARRIVED

57 Varieties of good things for the table.

Do you know

that HEINZ SWEET PICKLES are known throughout the world for their delicate aromatic flavor and distinctive virtues?

THE MUTUAL STORES,

25, Des Voeux Road Central.

Hongkong, 29th June, 1903.

[553c

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[17

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms, Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

Hongkong, 1st November, 1902.

THE MANAGER.

[1339c

GO TO THE
KOWLOON HOTEL,
KOWLOON.

FRANK F. JEWELL, Manager. J. W. OSBORNE, Proprietor.

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,

TELEGRAMS.

(Results.)

The London Education Bill.

LONDON, 23rd July.
The London Education Bill has passed its third reading in the House of Commons.

Delegates of the Anglo-French Commercial Union in London.

Many of the French Delegates have visited Parliament and dined at the House of Commons with a Commercial Parliamentary Committee; the company included Mr. Balfour, Mr. Chamberlain and Sir Campbell-Bannerman; the speeches dwelt on the growing friendship between the two countries and declared that there was but little ground for future differences.

The newspapers cordially welcome the sentiments expressed and describe the demonstration as unparalleled in the history of the House of Commons.

The Late Pope's Will.

The late Pope's will leaves all his property to the Church.

The King in Dublin.

Over sixty addresses have been presented to the King in Dublin.

The French Deputies in London.

The Lord Mayor has held a State reception at the Mansion House in honour of the French Deputies of the Anglo-French Commercial Union.

Great Britain and Germany.

Lord Cranborne in the House of Commons, denied that our relations with Germany had been a succession of blunders; the Government desired to be on good terms with everybody but put the Colonies before everyone. In regard to Canada, he said it was impossible to continue under the conditions complained of. Mr. Chamberlain repeated his declaration that Great Britain could not allow Germany's anti-colonial discrimination to continue without taking all steps possible to terminate it.

(N. C. D. News.)

The Tireless Energy of the War Office.

LONDON, 17th July.
Tests are being made with the view of equipping the army with quickfiring. Four experimental batteries are expected to be ready in August.

More Justice to Ireland.

LONDON, 18th July.
Ireland has won the Elcho Shield at Bilsley, Scotland and England tied for second place.

Revolutionaries in Peking.

Peking, 19th July.
Two revolutionaries were arrested here yesterday and will be very shortly beheaded. More arrests are expected to follow.

Strengthening the Japanese Cabinet.

Tokyo, 18th July.
The recent Cabinet changes, whereby nine portfolios are concentrated in seven hands, are understood to indicate the desire of the Government to secure unanimous Ministerial co-operation for the purpose of correcting the abuse of departmental competition for budgetary appropriations, which has hitherto blocked the path of effective administrative reformation and financial adjustment.

The Leadership of the Seiyukai.

Tokyo, 19th July.
Marquis Ito's nomination to the Seiyukai has been unanimously accepted, and the leadership now falls to Marquis Saionji, who represents the French school of politics.

Russian Aggression on Korea.

Tokyo, 19th July.
Replying to Korea's protest, Mr. Pavloff claims that the timber concession carries a right to all the facilities requisite for the conduct of the business, including buildings, railway, and telegraph, and the establishing of mining offices.

The America Cup.

LONDON, 20th July.
The trials of the new Shamrock in American waters have been very successful. Captain Hall, formerly skipper of a Cup defender, believes that Shamrock II will win the Cup.

THE S.S. "PEMBROKESHIRE."

The Shire Line str. "Pembroke," which has been in the Cosmopolitan Dock for some time, has had her No. 2 tank and hold tightened by means of soft patches and cement in order to float her out of dry dock. She is unable to double anchor (as required) in mid stream. It is now under consideration what further steps are to be taken to enable her to proceed to Hongkong, where she is to undergo repairs at the hands of the Hongkong and Whampoa Dock Company. It is not yet decided whether it will be necessary to fit her with a false floor or dash-plate bulkheads. When patched up, she will proceed to Hongkong with a coast pilot to assist the master, Captain Liddle. The temporary repairs are being carried out under the entire direction of Mr. Mumford, surveyor to Lloyd's agents, Hongkong, who came up to Shanghai for this purpose.—N. C. D. News.

ASK for ASAHI JAPANESE BEER—G. Girault.

THE DROUGHT OF 1902.

GOVERNMENT MEASURES TO OVERCOME IT.

The following interesting extracts are from the report of the Director of Public Works for 1902.—The year 1902 will be a memorable one on account of the severe drought experienced during the early part of it; the subsequent heavy rainfall condensed into a period of about three months; and the necessity of again resorting to intermittent supply in consequence of the early cessation of the rains the rainfall of September being the lowest on record. During the entire year a constant supply of water was maintained for 160 days only, the supply being intermittent for the remaining 205 days. The following were the periods of intermittent supply:—1st January to 24th May and 1st November to 31st December. An account of the earlier stages of the drought having been given in last year's report, it is only necessary to repeat here that the contents of the reservoirs had been reduced to 146 million gallons on the 1st January. In view of the fact that the shrinkage in the reservoirs from 11th November, 1901, when the intermittent system was introduced, to the 1st January, 1902, was 95 million gallons, or at the rate of 13 million gallons per week, it became necessary to consider what further measures could be adopted, besides those already in force, in order to maintain a supply of water until the commencement of the rainy season. In order to economize the supply remaining, the following steps were taken:—

(a) On the 13th January, the hours of supply to the City were reduced from 4 to 3 daily.

(b) On the 22nd January, the practice of turning on water for cleaning and disinfecting purposes was discontinued, the Sanitary Board having been previously instructed to make other arrangements for obtaining a supply.

(c) A few days later, all supplies to shipping and for building purposes were discontinued.

Attention was next turned to the adoption of measures to supplement the supply from other sources, and, on the 12th February, a committee, consisting of the Harbour Master, the Registrar General and the Director of Public Works, was appointed by His Excellency the Governor. Administering the Government with full powers to take whatever steps they thought necessary for the purpose.

Prior to this, an inspection had been made of several of the principal streams on the mainland within reasonable distance of the City, resulting in the selection of one near Tsun Wan. The question of resuming possession of the Tai Chi Koi stream, which had been leased to the Steam Water Boat Co., was considered, but was abandoned on account of the daily yield being somewhat inadequate, besides which its resumption would have caused serious interference with the supply to the shipping. The settlement of the Company's claim for damages would also have been a troublesome matter. The stream near Tsun Wan was free from these objections. It had a yield of about half a million gallons per day and was used only for driving a sandalwood grinding mill, and, as samples tested by the Government Analyst showed the water to be suitable for potable purposes, arrangements were at once made to render it available for transport to the Praya where it could be distributed for the supply of the population of the low-level district.

By negotiation with the owner of the sandalwood mill, the use of his dam and channel was obtained, the latter being extended for a distance of over 300 yards to a point near the shore whence a bamboo pier, 400 feet long, was constructed to carry a large wooden shoot for discharging the water into lighters. It was found necessary to line the new channel, as the water flowing along it became very muddy on account of the washing away of the softer portions of ground through which it was cut, and this was done with 9-inch stoneware pipes. Three large lighters each capable of containing over 50,000 gallons, were hired and, after being thoroughly cleaned, were fitted up with timber bulkheads in order to adapt them for conveying water. Before the end of the drought, the number of lighters was increased to five. These were filled from the shoot already referred to and towed to the Praya.

On the Praya, three tanks having a combined capacity of 100,000 gallons were constructed of brick and concrete. One was situated near Wing Wo Street, another at the West end of Wing Lok Street, and the third at Eastern Street, all three being connected by a line of wrought or cast iron pipes, 6 and 7 inches diameter, laid along the Praya wall. Buried pipes were erected at the tanks, with entrances and exits, to enable the stream of people to be regulated and thus avoid loss of time through the confusion which might otherwise have arisen. At the central tank, a 6-inch centrifugal pump, mounted on a barge, and provided with the necessary boiler and connections to the lighters and tank, was stationed for pumping the water, all the tanks being supplied simultaneously through the pipe-line already mentioned. About 10 large taps, each of which was capable of filling a 5-gallon bucket in a minute, were provided at each tank in the first instance, 5 more taps being added subsequently. A duplicate set of pumping machinery was fitted up and held in readiness in case of a break-down occurring to the one in use. Military guards were stationed at the tanks to maintain order and ensure that all who came to obtain water should take their turn in their order of coming. The arrangements were got into working order on the 10th March and, from that date onwards till the 17th May, a regular, daily supply was maintained from the tanks, varying from 247,000 gallons at the beginning to 432,000 gallons at the end of the period mentioned.

ASK for ASAHI JAPANESE BEER—G. Girault.

Simultaneously with the inauguration of this supply, the water in the mains was shut off from a portion of the City extending along the Harbour front and back to Queen's Road, bounded by the Central Market on the East and the Sailors' Home on the West and containing a population of about 47,000. As the daily supply from the tanks was increased, the cut off area was extended back to Hollywood Road and High Street until it ultimately included a population of about 63,000. Practically the whole of the water obtainable from the stream near Tsun Wan was being imported towards the termination of the drought, the total quantity derived from this source being over 23 million gallons, or about one-third of the contents of Pokfulam Reservoir. Taking it over the whole period, the average daily supply delivered per head of the population of the cut-off area was 8 gallons.

In addition to the above, arrangements were made with Messrs. Butterfield & Swire for obtaining a supply from their principal reservoir for the Eastern district of the City. A line of pipes connecting with the reservoir referred to was placed at the service of the Government by Messrs. Jardine, Matheson & Co. for 8 hours daily and a supplementary main, over a mile in length, was laid. The quantity that could be obtained from this source was originally stated to be 15 million gallons, but, in consequence of an error which had been made in calculating the contents of their reservoirs, Messrs. Butterfield & Swire subsequently discovered that they were not in a position to supply so much. The actual quantity obtained was a little over 11 million gallons. With the curtailment of the area served from the City Waterworks, it became possible to reduce the hours of supply and these were limited to two hours daily on the 31st March and to one hour on the 28th April. In consequence of the steady continuance of the drought up to the end of April, instructions were given by His Excellency the Governor Administering the Government to make arrangements for importing more water to the City at any cost. Numerous schemes for so doing were considered and several were initiated.

For the supply of the Eastern district, it was decided to convey water from a small stream at Tai Wan in Kowloon Bay, distant 5 miles from Blake Pier, in a similar manner to the adopted in the case of the Tsun Wan stream. A dam was built across the stream whence the water was conducted in an open channel, 200 yards long, to a tank near the sea-shore. From this point, three lines of canvas hose, supported on trestles, were laid for a distance of 507 yards across the foreshore to where lighters could be filled at all states of the tide. A large tank, into which the water was to be pumped, was fitted up at Ship Street, numerous taps being provided for drawing it off into buckets. These works were completed, but were not brought into service on account of the rainy season setting in before they could be availed of. An ad hoc supply from Tsun Wan, works were undertaken for bringing water from a stream at Tai Lam Chung, near Castle Peak Bay and distant 13 miles from Blake Pier. These works comprised the construction of a dam; 1,200 lineal feet of open channel; 2 miles of cast iron pipes, 12 inches in diameter; trestle bridges over ravines and a trestle pier at the sea shore. Brick tanks, each having a capacity of 34,000 gallons, were constructed on the Praya, one opposite Pottinger Street and the other opposite French Street. All these works were about half finished when the rains set in.

For transporting the water, two lighters were lent by the Superintendent of the Peninsular and Oriental Steam Navigation Company, and five others were hired from the Godown Company and Naval Authorities, all of them being fitted with bulkheads and otherwise adapted for the purpose. Some other works of a similar nature to those already described, but of less magnitude, were also undertaken and a scheme was considered for obtaining a supply of river-water from Moto Nun, distant about 6 miles from the Colony. It was proposed to transport the water in tank steamers to be chartered for the purpose, but apart from objections on the score of expense, which would have been very great, it was found that it would be impracticable to maintain a regular daily supply by its adoption and the scheme was therefore abandoned.

Towards the end of the drought, the streams rendered available by the City Waterworks continued to yield about 300,000 gallons per day.

The water in Tytan reservoir—Pokfulam and Wong-wei-chong being empty—reached its lowest level on the 10th May, when there remained in it 6,000,000 gallons. At the same rate of draw-off as prevailed during the preceding 10 days, this was sufficient to last for other 18 days, or practically until the end of May. Rain began to fall in appreciable quantity on the 8th May and, on the 13th, a fall of nearly 7 inches occurred, effectually terminating the severe drought which had extended over a period of practically nine months. By the 25th May, the condition of the reservoirs justified a return to the system of constant supply, and this was accordingly put in force after a period of intermittent supply extending over 155 days, or 61 months.

The total expenditure on the works undertaken to supplement the supply was \$66,000. As already mentioned, in consequence of the early cessation of the rains and the exceptionally dry weather during September, recourse was again had to intermittent supply on the 1st November. Tytan and Pokfulam reservoirs had ceased to overflow on the 1st September and Wong-wei-chong at an earlier date, the combined contents of all three reservoirs on the 1st November amounting to 354 million

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gallons. This had been reduced to 2931 million gallons at the close of the year. The total quantity of water supplied during the year, exclusive of what was imported or obtained from Messrs. Butterfield & Swire's reservoir, was 947,517,000 gallons filtered and 24,713,000 gallons unfiltered, making a grand total of 972,230,000 or 312 millions less than during 1901.

The average consumption of filtered water per day was 2,595,000 gallons, which, with an estimated population of 214,300, gives an average daily consumption of 12.11 gallons per head for all purposes. The daily consumption per head, during the period of constant supply, amounted to 17.6 gallons and during the period of intermittent supply to 10.3 gallons. In consequence of the exceptional conditions prevailing during the earlier period of intermittent supply, no accurate figures for it can be given, but, taking the entire population, the quantity supplied averaged 6.5 gallons, exclusive of unfiltered and imported supplies.

The water pumped to the High Level District of the City amounted to 39,459,000 gallons over the whole year, equal to an average daily consumption of 83,424 gallons, whilst 17,443,000 gallons were pumped to the Low Level District, giving an average daily consumption of 47,788 gallons. The grand total pumped during the whole year amounted to 47,893,000 gallons.

TAI PO ROAD.

The Director of Public Works, in his report for 1902 just issued, thus refers to the completion of the Tai Po Road, in the New Territory:—

The whole of the work has been completed, with the exception of the surfacing of the road and the trimming of some banks in the last 5 miles and fixing railings to bridges, and executing some cutting in the last mile. The road is open to ricksha traffic throughout its entire length of 18 miles from Tsun Sha Tsui Point to Tai Po. Two miles off it consist of roads in the Old Territory, which were made before the New Territory was taken over, thus making the length of roadway constructed under the vote "Tai Po Road" 16 miles. Commencing from Tsun Sha Tsui Point, in order to avoid confusion in referring to the mileage of the road, the first 3 miles are practically level. After this, the road begins to ascend the Kowloon Range of hills running generally from N. to S. up to a gap at a height of 44 feet, which is reached at about 4½ miles. It then traverses the Northern slopes of the range at comparatively low gradients until it reaches the higher part of the range, the Sha Tin Valley, the Ordnance datum being 442 feet. The last mentioned being 442 feet, the distance of a downward gradient of 1 in 40, the road reaches the level of the sea at the flat land of the Sha Tin Valley, level along to "about 1½ miles. Leaving 1100 above, another ascent commences over a gap 370 feet high, which is passed at 13½ miles, and the road then falls by easy gradients to the shore of Tolo Harbour which is reached opposite the village of Wong Nai Au, at 17½ miles. Cross-village of Wong Nai Au, by a bridge of 120 feet in length, touches a small island, where the landing pier for Tai Po is situated and, after traversing an embankment, 2,000 feet in length, passes through a cutting and terminates near Tai Po village, where it joins an old pathway. The width of the road is 14 feet.

There are in all 17 bridges, 13 of one span, 2 of two spans, 1 of three spans and 1 of 4 spans. The spans vary from 10 to 30 feet in length. All the bridges have masonry abutments and piers and are constructed of cement supported on steel joists. Iron railings are provided.

COMMERCIAL.

WEEKLY SHARE REPORT.

In their report dated 24th inst., Messrs. Benjamin, Kelly and Potts state:—
During the past week, business generally has continued quiet partly in consequence of the further rise in exchange.

The Hongkong and Shanghai Banking Corporation has advertised its ordinary half yearly meeting for the fifteenth August. The transfer books will be closed from the 1st to 15th proximo, both days inclusive.

The second ordinary annual meeting of shareholders in William Powell, Limited, is announced for the 3rd August. The transfer books will be closed from the 1st instant to 5th proximo, both days inclusive.

Banks.—Hongkong and Shanghai Banks remain unchanged at \$680, and in London the rate has risen to £64. Nationals are somewhat quiet at \$18.

Marine Insurances.—China Traders have been done at \$62 and a few Unions at \$500. Cantons have found buyers at \$180.

Fire Insurances.—Hongkong Fires continue in request at \$37½. China Fires have improved and business has been done at \$87.

Shipping.—Hongkong, Canton and Macao Steamboats have changed hand at \$38 and more shares are required for. The report, with statement of accounts for the half year ending 30th June, 1903, is just out and shows a divisible profit on the six months' working of \$16,997.70, from which amount, the Directors recommend that a dividend of \$12 per share be paid (absorbing \$120,000.00) and \$16,438.74 be written off the book value of steamers, leaving a balance of \$25,552.96 to be carried forward.

Indo-Chinas have declined and sales at \$95 have been effected closing with further buyers at the rate. China and Manilas are steady at \$21, and Douglas Steamships have advanced to \$41. Star Ferries are still in demand at \$27 for the old and \$17 for the new shares. Shell Transports have

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inquiries at £1 2/6. Both Shanghai Tugs and Cargo Boats have advanced and are asked for at Tls. 360 and Tls. 180 respectively, while Taku Tugs remain dull at Tls. 48.

Refineries.—China Sugars have further declined but can be placed at \$92½. Luzons are quiet at \$10.

Mining.—Punjoms have been disposed of at \$2 and are still wanted. Rauba have risen and are in strong demand at \$84. Chinese Engineering have dropped to Tls. 63½ and are offering at the rate.

Docks, Wharves, and Godowns.—Hongkong and Whampoa Docks have weakened, and our quotation of \$215 is purely nominal. Farnham's have been negotiated at Tls. 157½. Kowloon Wharfs keep firm with buyers at \$88. Hong-kew Wharfs have depreciated and are in the market at Tls. 280.

Lands, Hotels and Buildings.—Hongkong Lands are steady at \$161. Shanghai Lands paid an interim dividend of Tls. 3 on the 21st instant and we now quote the stock at Tls. 106 ex dividend. Hongkong Hotels have been paraded with at \$150. Orient Hotels have considerably strengthened their position and are in strong request at \$42½. Astor House Hotels have again been done in the North at \$30. Hotels des Colonies are reported sold at Tls. 16. Humphreys Estate are in demand at \$97½ have taken place.

Cotton Mills.—The latest telegraphic quotations from Shanghai are:—Ewos Tls. 36 sellers; Internationals Tls. 40 sellers; Lion-Kung-Mows Tls. 40 buyers; and Soy Chies Tls. 160 nominal. Hongkong Cottons have been the medium of further small business at \$15.

Cigar Companies.—Sumatras have gone up to Tls. 55 and are wanted at this figure. The remaining stocks are required for at quotations. Miscellaneous.—Green Island Cements can be placed at \$24. A. S. Watsons have been done at \$14½ and Electricians are unchanged with buyers at \$12½ and \$74 for the old and new shares respectively. Ices have buyers at \$550, and China Bakery shares are asked for at \$40. Bell's Asbestos have been sold at \$6. United Asbestos (ordinary) are wanted at \$10; the founders' shares have jumped to \$225. Langkats are firmer and have inquiries at Tls. 290.

FREIGHT.

Since last report a week ago, the freight market has no special feature worthy of note. Settlements have been confined during the week to only seven steamers, four of them being British and the others foreign of small tonnage. A Norwegian steamer of 777 tons has been engaged to load hence to Chinkiang, Tsintau, Newchwang, thence to Canton at \$5,000 in full. Tls. 8,700 in full is the charter for a vessel of 1,208 tons from Hankow Saigon to Hongkong, thence to Southern

ON LONDON, Telegraphic Transfer	181
Bank Bills, on demand	181 1/2
Credits, 4 months' sight	192
D'ments 4 months' sight	192 1/2
ON BERLIN, (demand)	M. 1.78
ON PARIS, Bank Bills, on demand	2.19
Credits, 4 months' sight	2.22 1/2
ON NEW YORK, Bank Bills, on demand	42 1/2
Credits, 30 days' sight	42 1/2
ON BOMBAY, Telegraphic Transfer	130 1/2
On demand	130 1/2
ON SHANGHAI, Telegraphic Transfer	71 1/2
Private 30 days' sight	nom.
ON YOKOHAMA, T.T.	84 1/2
Sovereigns, Bank's Buying Rate	\$11.68
Gold Leaf 100 touch, per tael	60.50
Bar Silver	25 5/16

OPIUM QUOTATIONS.

To-day's quotations are as follows:—	Per chest
MALWA NEW	@ 940/980
" LAST YEAR	@ 1,000/1,030
" OLDEST	@ 1,060/1,110
PATNA NEW	@ 1,067 1/2
" OLD	@ 1,077 1/2
BENARES NEW	@ 1,065
" OLD	@ 1,075
PERSIAN (PAPER)	@ 760/840

To-day's Advertisements.

THE EASTERN EXTENSION & GREAT NORTHERN TELEGRAPH COMPANIES.

TELEGRAMS TO AMERICA VIA "PACIFIC."

THE Cable laid by the Commercial Pacific Company between MANILA and SAN FRANCISCO IS OPEN for Traffic from To-day's Date.

According to an Arrangement made with the said Company, Telegrams for all Places in AMERICA will be accepted by the Eastern Extension and Great Northern Telegraph Companies for Transmission over their China Cable, via Pacific Route, at the Rate of Francs 5.50 (\$2.65) per word to San Francisco, to which must be added the further Transmission charge beyond San Francisco.

Telegrams intended for Transmission by the said Route should be marked "VIA PACIFIC" J. M. HECK, Superintendent.

Hongkong, 25th July, 1903

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW. THE Company's Steamship

"THALES." Captain Robson, will be despatched for the above Ports, on TUESDAY, the 28th instant, at 10 A.M.

For Freight or Passage apply to DOUGLAS, LAURA & CO., General Managers. Hongkong, 25th July, 1903.

ASK for ASAHI JAPANESE BEER—G. Girault.

To-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship "HAILONG." Captain Evans, will be despatched for the above Port, on MONDAY, the 27th instant, at Noon.

For Freight or Passage apply to DOUGLAS, LAURA & CO., General Managers. Hongkong, 25th July, 1903.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA. THE Company's Steamship

"TONKIN." Captain Schmitz, will be despatched for the above Ports, on or about WEDNESDAY, the 29th instant.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent. Hongkong, 25th July, 1903.

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

Liberty to call at PHILIPPINE PORTS. PROPOSED SAILINGS FROM HONGKONG.

1903. About

"SAINT HEDE" 8th Aug.
"MOGUL" 29th Aug.
"SATSUMA" 15th Sept.
"SHIMOSA" 30th Sept.
For Freight and further information, apply to

DODWELL & Co., LIMITED, Agents. Hongkong, 25th July, 1903.

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "SATSUMA" FROM NEW YORK, ADELS, STRAITS AND MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st August will be subject to rent.

All Claims against the Steamer must be presented to the Underigned on or before the 4th August, or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th instant, at 2 P.M.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

E. W. TILDEN, Agent. Hongkong, 25th July, 1903.

CONSIGNEES OF CARGO per S.S. "CAELIC."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

E. W. TILDEN, Agent. Hongkong, 25th July, 1903.

THE POPULAR SCOTCH

IS "BLACK & WHITE"

JAMES BUCHANAN & CO.

SCOTCH WHISKY DISTILLERS By Appointment to H. M. THE KING and HIRE the PRINCE of WALES

Supplied at all the LEADING CLUB and HOTELS, and to be obtained from LANE, CRAWFORD & CO., Queen's Road Central.

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Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LD.
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"NESTOR"	On 25th July.
GLASGOW and LIVERPOOL	"TEUCER"	On 30th July.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 8th August.
GLASGOW and LIVERPOOL	"KINTUCK"	On 13th August.
GLASGOW and LIVERPOOL	"PINGSUEY"	On 20th August.
GLASGOW and LIVERPOOL	"GLAUCUS"	On 26th August.
GLASGOW and LIVERPOOL	"DEUCALION"	On 4th September.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, L'DON & A'WERP.	"STENTOR"	On 4th August.
MARSEILLES, L'DON & A'WERP.	"TYDEUS"	On 13th August.
*LIVERPOOL	"DIOMED"	On 20th August.
MARSEILLES, L'DON & A'WERP.	"NESTOR"	On 1st September.
MARSEILLES, L'DON & A'WERP.	"KINTUCK"	On 15th August.
*LIVERPOOL	"PINGSUEY"	On 22nd September.
MARSEILLES, L'DON & A'WERP.	"GLAUCUS"	On 29th September.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and	"NINGCHOW"	On 10th August.
all PACIFIC COAST PORTS, via	"DEUCALION"	On 6th September.
NAGASAKI, KOBE and YOKOHAMA.		

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
KOBE and SHANGHAI	"TSINAN"	25th July.
NINGPO and SHANGHAI	"PAOTING"	27th "
MANILA	"TAIYUAN"	27th "
THURSDAY ISLAND, COOKTOWN,	"TAIYUAN"	27th "
CAIRNS, TOWNSVILLE, BRIS-		
BANE, SYDNEY and MELBOURNE.	"WUCHANG"	28th "
LOILO	"CHANG"	28th "
SHANGHAI and CHINKIANG	"BUNGKIANG"	29th "
MANILA	"KWEIYANG"	30th "
SWATOW, CHEFOO and TIENTSIN		

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO NANKING, AUSTRALIAN PORTS.

Hongkong-Manila

Highest Class, newest, fastest, and most luxurious Steamers between Hongkong and Manila—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 1st Aug., at 10 A.M.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 8th Aug., at 10 A.M.
PERLA	1980	J. McGinty		

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

FOR
PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship	Tons	Captain	To Sail
"INDRAPURA"	1,899	A. E. Hollingsworth	Aug. 14, 1903.
"INDRASAMHA"	1,197	W. E. Craven	Sept. 13.
"INDRAVELLI"	1,899	R. P. Craven	Oct. 14.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 26th July.
FOR ANPING	"MAIDZURU MARU"	T. Saito	TUESDAY, 28th July.
FOR TAKAO	"CHIYO MARU"	G. Kitaoka	WEDNESDAY, 29th July.
FOR TAMSUI	"DAIGI MARU"	T. W. Groves	FRIDAY, 31st July.
FOR FOCHOOW	"ANPING MARU"	J. Goto	SUNDAY, 2nd Aug.

* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further Information, apply at the Co.'s Local Branch Office, at No. 8, Des Voeux Road Central.

T. ARIMA, Manager.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

HONGKONG-MANILA,

REDUCED SALOON PAS-
SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivaled Table. Duly qualified Surgeon carried. BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th July, 1903.

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

"KWONG CHOW,"

1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare, \$4 Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD.,

No. 8, Queen's Road West.

Hongkong, 30th May, 1903.

"BEN" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"BENLEDI"

Captain D. Clark, will be despatched as above on or about SUNDAY, the 26th instant.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 14th July, 1903.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through

Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship

"AUSTRALIAN"

Captain W. G. MacArthur, will be despatched for the above Ports, on WEDNESDAY, the 29th instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refr. Fresh Provisions, which ensures the same voyage.

Ice, &c., through the company's qualified

passengers the steamer of the Company have

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 23rd July, 1903.

TOYO KISEN KAISHA

MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewards carried.

Steamship.

Captain.

Tons.

Sailing Date.

ROHILLA MARU

E. P. Bishop

3,869

WEDNESDAY, 29th July, at 11 A.M.

ROSETTA MARU

H. S. Smith

3,876

TUESDAY, 4th August, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 23rd July, 1903.

K. NAKASHIMA, Manager.

Intimations.

THE NEW FRENCH REMEDY

TRADE THERAPION MARK

This successful and highly popular remedy, used in the Continental Hospitals by Ricord, Robert, Yvonne, and others, combines all the elements of a perfect medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1 is a

shortly acting, powerful, and reliable remedy, which

removes all the elements of disease, and restores

the system to its normal state, and is the only

remedy of the kind, which is not only powerful, but

also perfectly safe, and is the only remedy of the

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HONGKONG-MACAO LINE.

S.S. "WING CHAI."

Captain SAMUEL BELL SMITH.

DEPARTURE from Hongkong (on Week Days) at 7.30 A.M. (on Sundays) at 8.30 A.M. From Macao (Week Days) at about 2 P.M. (Sundays) about 8 P.M.

FARE:—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5. 2nd Class, \$1.50; Return Ticket, \$2.50. 3rd Class, \$1; Steerage, 50 cents.

On Excursion Sundays, 1st, 2nd, 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5.

WHAT opposite Central Market. The Steamer runs an Excursion Trip EVERY SUNDAY in Summer.

For Freight, &c., apply to—
SAM WANG & CO., LD.,
81, Queen's Road Central.

Hongkong, 24th June, 1903.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOCHOOW.

THE Company's Steamship

"HAICHING"

Captain Passmore, will be despatched for the above Ports, TO-MORROW, the 26th instant, at 9 A.M.

For Freight or Passage, apply to

DOUGLAS, LAPRAIK & Co., General Managers.

Hongkong, 25th July, 1903.

THE AMERICAN ASIATIC STEAM-
SHIP COMPANY.

STEAMSHIP SERVICE FOR NEW

ORK VIA THE SUEZ CANAL.

THE Company's Steamship

"VERONA"

Captain Spiesen, will be despatched as above on MONDAY, the 27th July, at 4 P.M., to be followed by the s.s.

"BARON DRIESEN."

Captain Laurent, on or about THURSDAY, the 30th August, to be followed by the s.s.

"VARDKY" later.

For Freight, &c., apply to

SHEWAN, TOMES & Co., General Agents.

Hongkong, 25th July, 1903.

FOR SINGAPORE, PENANG AND

CALCUTTA.

THE Steamship

"CATHERINE APCAR"

Captain A. Stewart, will be despatched for the above Ports on TUESDAY, the 28th instant, at 11 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & Co., LIMITED.

Hongkong, 25th July, 1903.

REGULAR SERVICE

BETWEEN HONGKONG AND

MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewards carried.

Steamship.

Captain.

Tons.

Sailing Date.

ROHILLA MARU

E. P. Bishop

3,869

WEDNESDAY, 29th July, at 11 A.M.

ROSETTA MARU

H. S. Smith

3,876

TUESDAY, 4th August, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 23rd July, 1903.

K. NAKASHIMA, Manager.

Intimations.

A WONDERFUL DISCOVERY.

This is the result of research and experiment, when

all the elements of disease, and restores the

system to its normal state, and is the only

remedy of the kind, which is not only powerful, but

also perfectly safe, and is the only remedy of the

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Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China. Also widely circulated in Japan, Ceylon, China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

ADVERTISEMENT RATES.

(per inch.)

One week	1.85
One month	7.2

A SIBIRIAN MINE OF WEALTH.

In his books, entitled *Asiatic Russia*, Mr. G. F. Wright has collected a perfect mine of information concerning the vast subject with which he has undertaken to deal. In his introductory pages he notes the fact that Russia's advance into Northern Asia is "the reversal of the ancient order of events." From the earliest periods of history down to the seventeenth century the movements of population in this region had followed the setting sun. Thenceforward the tide began to turn. Russia had checked the inroad of the Mongols to the West, and then began the counter-march eastwards which was not to end until well-nigh half of Asia came under Muscovite rule, and a Tartar civilization had given place to that of an Aryan race. Where that invasion will end is the secret of the gods, and with that vast field of possibilities Mr. Wright is not concerned. It is with the past and the future, with the Russian advance as far as it has yet gone, that these volumes are concerned.

The first volume is devoted to an exhaustive survey of the physical geography of Asiatic Russia and to an historical account of the conquest of Siberia. It is in the second volume that one finds matter of the most interest to the general reader. In the chapter which deals with the whole subject of Russian colonization Mr. Wright describes minutely the village commune, the "Siberian home," the methods of farming, the mines, and other features of Russian Asiatic life. The Russification of Asia by means of immigration and colonization is going on, at the present time, by leaps and bounds. At the beginning of the nineteenth century the number of Russian colonists in Siberia was estimated at 500,000, whereas the census of 1897 gave it as 5,000,000, and three years later the Governor of Western Siberia estimated it at 6,000,000. Immigration is now going on at the rate of at least 200,000 persons a year.

"Everywhere along the line of immigration one is struck," says Mr. Wright, "with the attention to the wants of the immigrants paid by the Government. At Chelabinsk and Kansk and Stryelensk large numbers of houses are built for their temporary accommodation, together with hospitals and kitchens, the hospitals being supplied with voluntary nurses." The railway travelling is rough, but by no means uncomfortable, and at every station there is always a plentiful supply of hot water, free of cost, for the making of tea and soup. The Government grants forty acres of land to each male colonist, and advances at once and without interest thirty roubles to each family that needs it, and a hundred more if it is deserved. These sums have to be repaid within ten years, but collection is not pressed for if the conditions have proved unfavourable. In spite of the benevolent assistance of the Government, numerous colonists, for one reason or another, return to Russia. In 1894 no fewer than 4,500 were said to have returned. Siberian colonization is, of course, largely indebted to the exile system. That system dates back to the earliest years of the Russian advance; but it was not until the close of the seventeenth century that a large number of revolutionaries from Southern Russia were deported to Siberia. Then followed the exiles of the revolutionaries of the Strikits, or old National Guard, by Peter the Great. These exiles were largely of a religious character, the consequence being that Siberia has been supplied with a considerable population of desirable colonists who, as Mr. Wright says, have done for portions of the country what the pilgrims did for New England. Thus, although these colonists have been hampered by physical conditions and by want of educated leaders, "still one will find in many places in Transbaikalia the best representatives anywhere existing of the old Russian family organization, with its high standard of morality, and with the prosperity which that and its accompanying industry and economy are sure to bring." The wholesale deportation of Poles after the Polish insurrections of 1831 and 1863, and that of the nihilist conspirators during the later years of the reign of Alexander II, added largely to the numbers of the exiles to Siberia.

Mr. Wright insists upon the fact that the lot of the political exiles in general has been by no means so deplorable as is popularly imagined. It is quite exceptional for them to be condemned to hard labour or close confinement, and they are usually left at liberty to live as they please and as their means permit, having their wives and families with them. The physical conditions of Siberia, which are naturally repellent to the imagination of inhabitants of more genial climates, have no terrors for the natives of Russia; besides, political conspirators know that if they fail they must pay the penalty, and they may well think themselves lucky that the penalty is not heavier than it is. The political exiles have, says Mr. Wright, furnished some of the best elements of Siberian society, many of them having devoted themselves seriously to scientific pursuits with valuable results. Of the men who have thus resolved to *faire contre fortune bon cœur*, and have enriched the world of science by their observations or discoveries, the author gives a considerable list. It is gratifying, also, to have his opinion that the Siberian prisons are by no means so black as they have been painted; indeed, he actually contends that the worst things said about the prisons of Siberia are no worse than might be said with truth of the county gaols in almost every State of the American Union, and he regards the unfavourable conclusions arrived at by Mr. Kennan as much exaggerated. Altogether, we may probably conclude that the lot of criminals, like that of the purely political exile to Siberia, is by no means all that the popular fancy of the West has so long loved to paint it. The regular colonists in Siberia, like our own in Australia in the past, are, naturally, bitterly hostile to the exile system, and it is gratifying to know that with the dawn of a new century the whole system has been radically changed, and that transportation is now no longer the basis of the Russian penal system, though it is still operative against certain classes of offenders.—F.M.G.

Auction.

PUBLIC AUCTION
OF
VALUABLE LEASEHOLD GROUND
Situate in
GRANVILLE ROAD, KIMBERLEY ROAD,
OBSERVATION ROAD, AT TSIMSHA-
TSUI, KOWLOON,
9 LOTS
ON
TUESDAY, 27th July, 1903,
AT 3 P.M.,
At his Auction Rooms, Duddell Street,
by
MR. GEO. P. LAMBERT, AUCTIONEER.

Lot 1.—All that piece of ground intended to be registered in the Land Office as Section A of Kowloon Inland Lot No. 521 containing an area of 7,995 square feet or thereabouts.

Lot 2.—All that piece of ground intended to be registered in the Land Office as Section B of Kowloon Inland Lot No. 521 containing an area of 7,995 square feet or thereabouts.

Lot 3.—All that piece of ground intended to be registered in the Land Office as Section C of Kowloon Inland Lot No. 521 containing an area of 7,995 square feet or thereabouts.

Lot 4.—All that piece of ground intended to be registered in the Land Office as Section D of Kowloon Inland Lot No. 521 containing an area of 7,995 square feet or thereabouts.

Lot 5.—All that piece of ground intended to be registered in the Land Office as Section E of Kowloon Inland Lot No. 521 containing an area of 7,995 square feet or thereabouts.

Lot 6.—All that piece of ground intended to be registered in the Land Office as Section F of Kowloon Inland Lot No. 521 containing an area of 7,995 square feet or thereabouts.

Lot 7.—All that piece of ground intended to be registered in the Land Office as Section G of Kowloon Inland Lot No. 521 containing an area of 10,409 square feet or thereabouts.

Lot 8.—All that piece of ground intended to be registered in the Land Office as Section H of Kowloon Inland Lot No. 521 containing an area of 11,600 square feet or thereabouts.

Lot 9.—All that piece of ground intended to be registered in the Land Office as The Remaining Portion of Kowloon Inland Lot No. 521 containing an area of 1,765 square feet or thereabouts.

All the above described lots are held for the residue of a term of 75 years granted by a Crown Lease dated 4th February, 1893.
For further particulars, apply to—
EWENS & HARTSON,
Vendor's Solicitors,
or to
MR. GEO. P. LAMBERT,
Auctioneer.
Hongkong, 20th July, 1903. [871e]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

The undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS at Current Rates.

MEMBERS & Co.,
Hon. Secy, 18th May, 1903. [25]

Intimations.

THE ROBINSON PIANO Co., Ltd.

PIANO CLEARANCE SALE.

THIS SEASON'S PIANOS, as under, must be sold to make Room for New Stock. 100 Pianos to arrive about October.

SOUIRE (Owner's Property), Upright	Cost	Selling
SCHIEDMEYER, Grand	\$650	400
HOPKINSON, Grand	550	300
RUSSELL, Transposing	750	350
ROBINSON PIANO CO., LD., Transposing	760	500
RUSSELL, Transposing	775	500
APOLLO (Secondhand) Horizontal Grand	900	100
SPAETHIE, Upright Grand	575	225
CHAPPELL, Secondhand	675	450
KRELL, (Secondhand), Concert Upright Grand	800	450
NEEDHAM, (Secondhand), Upright Grand	800	450
ROBINSON PIANO CO., LD., Cottage	475	400
BROADWOOD	600	475
ROBINSON PIANO CO., LD., Do.	575	450
Do.	650	450
Do.	300	150
BORD, Pianette, (Owner's property)	—	25
ORCHESTRION	900	150
SCHIEDMEYER, (Secondhand)	600	300
ROSENKRANZ	450	300
WERNER, Upright Grand (owner's property)	—	450
RACHALS, (Secondhand)	750	400

MUSIC CLEARANCE SALE.
Popular Songs, Piano and Violin Solos, Classical and Dance Music 3 copies for \$2.
Song Folios containing over 100 songs by well known composers.
Operas by Sullivan, deKoven, Planquette, etc., Slightly Soiled Scores.
Collections of Songs by Glover, Galt, Roedel, etc.
Musical Sketch Books, Pianoforte Recreations.

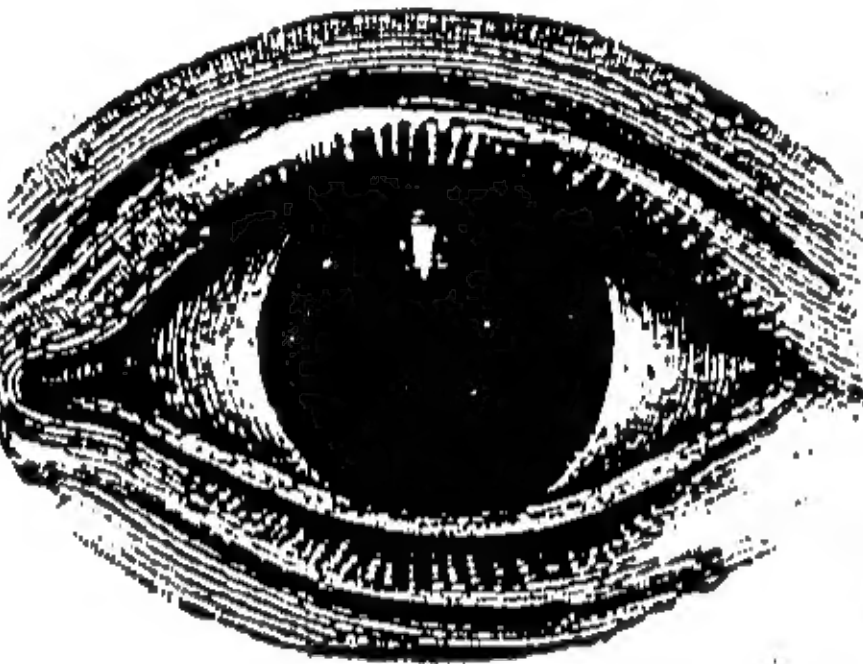
DANCE ALBUMS, SONG FOLIOS, &c.
Also our Stock of SMALL MUSICAL INSTRUMENTS at reduced rates.
Clearance sale to 30th September only, to make room for new Stocks coming to hand.
Hongkong, 1st July, 1903. [415e]

TSU FAN DENTIST.
PRICE MODERATE—CONSULTATION FREE.
Next to the Hongkong Dispensary,
50, Queen's Road, Central,
Hongkong, 28th November, 1902. [1299e]

Intimations.

THE BRIGHT SIDE OF LIFE.
It is a feeling common to the majority of us that we do not get quite the amount of happiness we are entitled to. Among the countless things which tend to make us more or less miserable ill health takes first place. Hannah More said that sin was generally to be attributed to biliousness. No doubt a crippled liver with the resulting impure blood, is the cause of more mental gloom than any other single thing. A chronic dyspeptic, says an eminent English physician, is always on the verge of a mental upset. And who can reckon up the fearful aggregate of pain, loss and fear arising from the many ailments and diseases which are familiar to mankind. Like a vast cloud it hangs over a multitude no one can number. You can see these people everywhere. For their life can scarcely be said to have any "bright side" at all. Hence the eagerness with which they search for relief and cure. Remedies like

WAMPOL'S PREPARATION
have not attained their high position in the confidence of the people by bald assertions and boasting advertisements. They are obliged to win it by doing actually what is claimed for them. That this remedy deserves its reputation is conceded. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, combined with the Comp. Syrup of Hypophosphites. Extracts of Malt and Wild Cherry. Nothing has such a record of success in Scrofula, Anemia, Nervous Debility, Influenza, Throat and Lung Troubles, and all emaciating complaints and disorders, that tend to undermine the foundations of strength and vigour. Its use helps to show life's brighter side. Dr. W. H. B. Atkins, of Canada, says: "I am pleased to state that the results from using it have been uniformly satisfactory." You can take it with the assurance of getting well. It is a preparation brought up-to-date and effective from the first dose. It never disappoints. At all chemists and A. S. Watson & Co., Limited.



N. LAZARUS,
OPHTHALMIC OPTICIAN,
OF LONDON AND CALCUTTA.
SIGHT TESTED.

LENSES for the correction of Astigmatism
Spectacles and Eyeglasses in all styles
and metals.

Consulting Room:
No. 16, Queen's Road Central,
Nearly opposite the Hongkong Hotel with
entrance through store of R. Houghton, Tailor.

DAVID BENJAMIN,
Manager.
Hongkong, 23rd June, 1903. [6e]

DON'T BE LATE!!!

AMERICAN WATER MELONS!!!
CALIFORNIAN MUSK MELONS!!!
Are now just in season and beat everything in the market. Come quickly or else the season will be over.

CHING SHAN CHAU,
Central Market.
Hongkong, 24th July, 1903. [777e]

WANTED NIGHT SITUATION.
BY a Chinese Expert who possesses a Knowledge of General Office Work and Good Handwriting.
Local Mercantile or Chinese Shipping Firm preferred.
Apply to—
"F.C.,"
C/o Hongkong Telegraph Office.
Hongkong, 24th July, 1903.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JOEYES FLUID.
DISINFECTANT
SOAP
AVOID ALL RISK OF OUTBREAK BY ITS USE.
W. G. HUMPHREYS & Co.,
Bank Buildings,
Hongkong, 9th March, 1902. [2e]

DENTISTRY.

SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 56, Connaught Road Central,
Hongkong, 9th February, 1903. [2e]

Consignees.

FROM HAMBURG, BREMEN AND EMDEN.
THE H.A.L. Steamship

"C. FERD. LAEISZ,"
Captain Sach, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 29th instant, at 3 P.M.

No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 22nd July, 1903. [879e]

NOTICE TO CONSIGNEES.

THE P. O. S. N. Co.'s Steamship

"CANDIA,"
FROM ANTWERP, LONDON, PORT SAU, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivered as can be obtained as soon as the Goods are landed.

Options Goods will be landed here unless instructions are given to the contrary before 10 A.M. TOMORROW.

Goods cleared by the 30th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days after the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 23rd July, 1903. [4]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD.
HAMBURG-AMERIKA LINIE.

THE Steamship "SACHSEN,"
FROM NORDDEUTSCHER LLOYD,

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 29th instant, at 9.30 A.M.

All Claims must reach us before the 1st August, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
Agents.
Hongkong, 23rd July, 1903. [653e]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA,"
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,
Agents.
Hongkong, 24th July, 1903. [874d]

A CURE FOR ASTHMA!!!

GRIMAULT'S

"D'IAN CIGARETTES"

Asthmatic people who suffer from oppression in breathing, ailing sensations, hoarseness, and loss of voice, Nervous coughs, Laryngitis, Colds, with Wheezing, Bronchitis, Insomnia, Catarrhal affections, and difficulty in Expectoration, are promptly relieved by these Cigarettes.

G. GRIMAULT & CO., Paris. Sold by all Chemists.

GRIMAULT'S

Matico Capsules

AND INJECTION
The new Matico Capsules and Injection are the most effective and safe remedies for the treatment of all the various forms of Gonorrhoea, including the most chronic cases. They are also effective in the treatment of all the various forms of Syphilis, including the most chronic cases. They are also effective in the treatment of all the various forms of Eczema, including the most chronic cases. They are also effective in the treatment of all the various forms of Psoriasis, including the most chronic cases. They are also effective in the treatment of all the various forms of Dermatitis, including the most chronic cases. They are also effective in the treatment of all the various forms of Neurodermatitis, including the most chronic cases. They are also effective in the treatment of all the various forms of Lichen, including the most chronic cases. They are also effective in the treatment of all the various forms of Vitiligo, including the most chronic cases. They are also effective in the treatment of all the various forms of Alopecia, including the most chronic cases. They are also effective in the treatment of all the various forms of Trichotillomania, including the most chronic cases. They are also effective in the treatment of all the various forms of Tinea, including the most chronic cases. They are also effective in the treatment of all the various forms of Pediculosis, including the most chronic cases. They are also effective in the treatment of all the various forms of Scabies, including the most chronic cases. They are also effective in the treatment of all the various forms of Pruritus, including the most chronic cases. They are also effective in the treatment of all the various forms of Erythema, including the most chronic cases. They are also effective in the treatment of all the various forms of Dermatitis, including the most chronic cases. 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Intimations.

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A blend of the finest WHISKIES
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BEST BLEND in the FAR EAST.
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and are unsurpassed in quality:—

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BLEND, a fine "SODA"
WHISKY of great age ... 12.00
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FINEST OLD MALT SCOTCH
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DEPARTMENT.DEVELOPING and PRINTING
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GOOD WORK.

PROMPT RETURN.

Hongkong, 8th July, 1902. [728d]

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CLARKE,CONSULTING ENGINEERS AND
SHIPBUILDERS,
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REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.
A. B. C. Code, 4th Edition.

A. 1 Code.

Liebert's Standard Code.

TELEPHONE, 232.

Hongkong, 20th March, 1903. [355e]

THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

NOTICE.

All communications intended for publication in
the "HONGKONG TELEGRAPH" should be
addressed to the Editor, 1, Lee Hing Road, and
should be accompanied by the Writer's Name and
Address.Ordinary business communications should be addressed
to The Manager.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

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The postage on the weekly issue to any part of the
world is 30 cents per quarter.
Single Copies Daily, ten cents; Weekly, twenty-
five cents.

BIRTHS.

On the 17th July, at 28, Nauring Road,
Hongkong, Shanghai, the wife of MANUEL E.
S. PEREIRA, of a daughter.On the 17th July, at Shanghai, the wife of
ERNEST R. PALMER, of a son.On the 18th July, at 3, West End Land,
Shanghai, the wife of JOHN WHITEHEAD, of a
son (both well). Glasgow papers, please copy.On the 18th July, at "Aufenthal," Rifle
Butts, Shanghai, the wife of JOHN TREVOR
SMITH, of a son.

DEATH.

On the 18th July, at the General Hospital,
Shanghai, KARL, son of Arthur Bietenholz,
aged 4 years.

The Hongkong Telegraph

HONGKONG, SATURDAY, JULY 25, 1903.

PUBLIC WORKS IN 1902.

In point of interest, after the report on the
trade and shipping of the Colony the review
of each year's work as carried on by the
Public Works Department, is the most im-
portant to the community. We have now
before us the report by the Hon. W. Chatham
for the past twelve months, which is a docu-
ment replete with every information respect-
ing the annually recurrent and extraordinary
public works of the Colony for 1902. In his
covering letter, the Director of Public Works
states "that the year was signified locally
by the visit of three items—(1) personal
commitments and other charges, \$115,501.77;
(2) annually recurrent works, \$506,753.47;
(3) extraordinary works, \$613,896.38 (exclu-
sive of Praya Reclamation expenditure); and
(4) special vote for resumption of site for
Post Office, &c., \$508,280.00. The total
expenditure of \$1,744,431.62 is in excess of
the amounts devoted by a large increase in the
cost of annual recurrent works was mainly
due to the following:—

Measures to supplement the water supply
rendered necessary by the drought, \$565,700
New catchwater and channels to render
streams available for water supply and
conserve dry weather flow of catch-
waters, &c., 9,900
Forming and kerbing streets, rendered
necessary by extensive building
operations, 20,000
Miscellaneous drainage works rendered
necessary in same way or by reclama-
tions, 18,700
Maintenance of buildings, increase
largely due to recent advance in cost
of work, 20,000
Maintenance of buildings in New Ter-
ritory, principally repairs to old build-
ings taken over from the Chinese
Government, 4,700
Miscellaneous works, 4,300
Maintenance of roads, increase largely
due to the removal of blue stone
surfacing, advance in cost of work,
and increased traffic, 35,600
Maintenance of sewers, increase largely
due to advance in prices and to severe
rainstorms, 6,900
Gas lighting, new contract at increased
rates and increase in number of lamps
through lighting private streets, 5,600
By sales of Crown land in the Island and on
the Kowloon Peninsula a sum of \$571,700.35
was derived. It included a sum of \$53,520,
derived from the sale of rights of erecting
piers, also a sum of \$43,700 paid by the
Admiralty to commute the Crown rent of
Kowloon Marine Lot 35, which had been
acquired by it. On the subject of lands we
are informed that negotiations were in pro-
gress throughout the year with regard to an
exchange of lands involving large areas
between the Colonial Government and the
Military Authorities. A settlement in the
matter had not been arrived at by the close
of the year. As far as the public are aware
to what particular site these negotiations
relate we are unable to say, but with our
experience of the unyielding attitude of the
Imperial Government to further Colonial
interest when such is placed in opposition
to so-called Imperial needs in the matter of
the Naval Dockyard Extension Works, there
should be little hope that the Colonial au-
thorities will have the better of the Military

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government in respect of these negotiations.

The simultaneous erection of a number of
large buildings on the Praya Reclamation
together with the Naval Yard Extension and
Butterfield and Swire's shipbuilding works,
which have been in progress throughout the
year, were found to tax the resources of the
Colony in the production of material and
supply of skilled labour required to carry
them out. The year 1902 was a memorable
one on account of the severe drought experi-
enced during the early part of it. The
measures adopted to overcome the inconve-
niences arising out of the shortage in the
water-supply are fully detailed in the extracts
which are reproduced at length in another
article. It will be satisfactory to learn that
as the results of negotiations with Messrs.
Butterfield & Swire, it was arranged that the
diverted portion of the Shaikwan Road
being constructed by them past their ship-
yard should be widened from 30 feet to 75
feet. From the configuration of the ground,
it would have been almost impracticable to
have effected any widening of the road after
the construction and laying out of their ship-
yard had been completed. A proposal was
submitted to the Kowloon Wharf and Goods
Company, for carrying out certain
alterations and exchanges to enable the
public traffic to be diverted from the Praya
at Kowloon, which is so greatly obstructed
by their tramway lines and trucks and the
conduct of their business general. The
Company submitted an alternative proposal,
which the Government expressed itself pre-
pared to accept on certain terms. The
terms, however, were not acceptable to the
Company and, as a compromise agreeable
to both parties could not be arranged, the
matter dropped. The first half of the
road, from Kennedy Town to its junction
with the path to Sassoon Villa
(Farm Lot 40), was completed in the early
part of the year and work on the remaining
portion to Aberdeen was well advanced by
its close. After detailing the minor work
under the several miscellaneous head the
report concludes with the Praya Reclamation
works the expenditure on which for the year
was \$1,107,088, as compared with \$914,121
in 1901, and \$1,500,050 in 1900. The total
building area to be provided by the reclama-
tion is 33 acres. An area of 27 acres
has been made available, and the whole of
it, as far as the result of the Public Works
Commission, the result of which was published
in the form of a Special Blue
Book; the information contained in which
has already been made known. Although
the Commission submitted their report on
the 29th March, 1902, it will be learned
with regret that the only recommendations
carried into practical effect by the one of the
year, for the supervision of the Govern-
ment system of telephones and of the two
oversighters for Buildings Ordinance work.
The latter, however, had not arrived in the
Colony. The Hon. W. Chatham brings his
report to a finish by reviewing the visit of
the sanitary experts. Reference is made to
the results of the joint investigations of Mr.
Osbert Chadwick and Professor Simpson,
no observations, however, being offered on
the voluminous reports which they have pre-
sented after thoroughly investigating the
question of the water supply of the Colony,
the sewerage and drainage system, and the
housing of the population of Hongkong.

LOCAL AND GENERAL.

No foreigners, but only three native Christians
were killed in the recent riot at Hsianfu.THE death is announced of Mr. W. E. Henley,
the popular writer, who was born in 1847.Don't neglect this chance to get a fine Kodak
for \$5 at LeMunyon's; to days only.—Advt.THE King of Saxony has conferred upon the
divorced Crown Princess the name of Countess
Montignoso.TENDERS are invited by Government, for train-
ing the nullah adjoining R. B. L. 33, Wong-
neichong Recreation Ground.A DISPATCH to the Jiji says that Mr. de
Witte himself will rather go to war with Japan
than abandon Manchuria.THE Echo de Chine says that Russia has
ordered the construction of barracks for twenty
thousand men at Port Arthur.ALL bacteriological examinations of doubtful
cases of plague and cholera will, in future, be
undertaken by Government free of cost.MNDAY, the 2nd August, being a Bank holi-
day, will be observed as a holiday by the
Government departments, excepting the Magis-
tracy.FROM the Foochow Echo of the 11th inst., we
learn that the injury done to the rice in the
neighbourhood by the late floods is not so
serious as was feared.THE Novaja Vremja declares in a leader that
Russia is the guardian of peace in Europe and
Asia. She dissuades Japan from being in-
fluenced by England.THE Beer to drink in the tropics is the Beer
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made in the tropics—SAN MIGUEL.10 days only, 10 days, Brownie Kodaks for \$5
at LeMunyon's, 31, Des Voeux Road.—Advt.FOR stealing 45 lbs. of sugar, value \$3.60, from
Tsim-ta-chui, yesterday, a native was fined
\$35, or two months' imprisonment.In the list of arrivals per the Galic 10-day we
note the name of Dr. F. H. Kew, brother of
Mr. Chadwick Kew, dental surgeon, of this
Colony.THREE fatal plague cases were reported during
the twenty-four hours ended at noon to-day.
One was a Japanese from Yumai; the others
were Chinese.MR. Minami Teisuke, formerly Japanese Consul
at Hongkong, has established a society
whose object is to afford every convenience to
foreign tourists in Japan gratis.THE N. Y. K. S. Kintu Maru which was due
to leave Yokohama for Bombay on Saturday
last, had been involved in a collision and
would not leave until 21st inst.BEFORE the Eclipse Stakes was run, Ard
Patrick was purchased by Count Lehndorff for
twenty thousand guineas, but is not to be
delivered until the end of the racing season.A Peking dispatch dated the 13th inst. states
that two divisions of Russian troops have
arrived at Tsikla from Europe and that
Russians from Kirin province are moving
south.LeMunyon has the finest line of Opera glasses
ever looked through. Prices extremely low.—
Advt.SECTION 211 of Ordinance No. 1 of 1903 re-
gulating the cutting of earth, etc. from Crown
lands has been made applicable to the New
Territories, excepting New Kowloon, from the
21st inst.HERR F. O. Licht, of Magdeburg, in his
monthly circular on the beet sugar trade, states
that production up to May has decreased by
1,187,000, but his estimate for the campaign is
unaltered.It will be seen on reference to our advertise-
ment columns that the cable laid by the Com-
mercial Pacific Cable Company between Manila
and San Francisco is open for traffic from
to-day's date.REPORTS from Lingchow indicate a pro-
sperous condition in the tea market of that
place and several large sales have been made.
The largest purchase yet recorded was a sale
of 50,000 boxes of black tea made by the Hein
Shun On tea hong.MR. F. J. Michael charged a public rickshaw
coolie with damaging his rickshaw while trying
to pass him on Queen's Road yesterday in a
careless manner. The rickshaw coolie had to
pay him \$5 compensation.THE Honorary Secretary of the Shanghai
Society of Commerce and Industry has been
made for representative of the members of the
southern port to take part in the Autumn
Regatta on each of the two days.Fine line of rubber dating stamps and number-
ing machines just received by LeMunyon, 31,
Des Voeux Road.—Advt.THE American Minister is said to have in-
formed the Wei Wu Pu that there must be no
further delay about the Manchurian affair, as
his Government is quite determined to have
the ports demanded in Manchuria, and if they
are not granted there will be trouble.REFERRING to the decision of the authorities
regarding the removal of the New Admiralty
Dock, the local correspondent of the N. C. D.
says:—The Colony at the same time is as
good as told that it is a coaling station and
nothing more, and that its interests must
always be subordinated to those of the two
great services; no matter what loss may ensue
in consequence.PROGRAMME of music to be played by the
Band of the 10th Bombay Light Infantry, on
the New Parade Ground, on Monday next,
the 27th instant, from 5 p.m. to 6.30 p.m.
March: "Her Bright Smile"..... Campbell.
Overture: "Madness"..... J. L. Austin.
Selection: "The French Mail"..... W. Slaughter.
Valse: "Gipsies"..... A. G. Crowe.
Selection: "My Sweetheart"..... Godfrey.
Galeop: "Lebenswacker"..... A. Corragin.
God Save the King.AT about 3 o'clock this morning, three marine
hawkers made their way to a licensed cargo
boat loaded with rice and did their best to steal
a bag. In doing so, they attracted the master's
attention, and in their hurry to bolt, dropped
the bag into the sea, jumped into their sampan,
and rowed away. The master had his boat
near at hand, and gave chase. They were
subsequently caught by the water police, and
sentenced by Mr. Sercombe Smith at the
Magistracy this morning, to three months' hard
labour.THE Sin Wan Pao gathers that on account
of the urgent demand for military and chari-
table funds in Kwa gsi the Peking Board of
Revenue has consented to Kwangtung contrib-
uting Tls. 300,000 from her salt revenue and
Szechuen Tls. 200,000. When Viceroy Tsen
departed for Kwangsi this time, he took from
Kwangtung an amount of Tls. 700,000, conse-
quently the silver market in the latter province
has been greatly affected. 12 per cent. interest
per annum is charged on short loans, a high
rate of interest that has never been heard of
in former times. If the Viceroy should draw fur-
ther on the Province, the silver market would
become disastrously tight.THE Beer to drink in the tropics is the Beer
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THE Chinese who was charged a few days ago
with having in his possession thirty-one coun-
terfeit ten-cent pieces, and was sentenced by Mr.
T. Sercombe Smith to pay \$5 for each coin,
making a total of \$155, or go to gaol for three
months, is said to have disappeared.

WE are informed that a billiard match will
take place at the Occidental Hotel, Kowloon,
in the early part of next month when two local
cuists will play a game of \$250 for a prize of
\$100 a side. Mr. Cameron, the manager, has
promised to present a cue to the player making
the highest break.

A CHINESE official in St. Petersburg says the
Jih Jih reports that in the Russian Budget
for Manchuria there is an item of Rs. 9,740,000
as donations to certain Chinese officials, and
an estimated expenditure of at least Rs.
5,000,000 more for the same purpose to facilitate
the conclusion of arrangements.

CAPTAIN Patterson, the veteran commander of
the Hsinfung, who lately made his last trip to
Tientsin, and is going home for good, was
entertained by the Viceroy Yuan at the Yamen
and by a party of his old friends at dinner by
way of a send off. Capt. Patterson's first
command was the Plymouth Rock fifty years
ago.

At Shidzuoka, Japan, on the 9th, a hill 2,160
feet high and 1,440 feet wide slipped into the
Keta river, changing the village of Keta into a
lake and washing away a large number of
houses and four factories, including the branch
of the Oji Paper Mill. Warned by the in-
cessant rains, the old people and children had
previously escaped.

You want an Opera glass from LeMunyon's
31, Des Voeux Road, before they are all gone.
—Advt.

CROWN LAND SALE.

The Government will put up for sale by
public auction on Monday, the 10th prox., at
3 p.m. at the offices of the Public Works
Department, two lots of Crown land situate at
Shaikwan. They contain, respectively, 6,300
and 2,800 square feet. The upset price is
\$1,890 in the case of one and \$840 in the case
of the other. The annual rent is \$41 and \$30.
One of the conditions of sale is that the pur-
chasers shall expend in rateable improvements
on the lots a sum of not less than \$5,000 in the
case of the larger and \$2,000 in the case of the
smaller.

KOWLOON WATERWORKS.

The following is an extract from the D.P.W.
report for 1902:—

The assent of the Secretary of State to the
large scheme referred to in last year's report
was received in January and Messrs. Denison,
Ram and Gibbs were at once instructed to
proceed with the work. In connection with the
construction of the storage reservoir, including
a caretaker's bungalow, was let to Mr. Tsang
Keng in May. Fair progress had been made
with the excavation of the foundations for the
main dam by the end of the year as well as
with the cutting of a trench of great depth into
the hillside against which the dam abuts. The
rock in the bottom of the dam is of a very jointy
nature intersected with veins of decomposed
stuff which can be easily dug out with a pick.
Some paths in connection with the work had
been cut, a face-wall at top water mark and
extending some distance below it had been
built and the construction of the bungalow
was in progress.

(ii) Main to Storage Reservoir.—A contract
for laying about 3½ miles of 12-inch cast iron
main, with connections to the old intakes above
Cheung Sha Wan; for constructing several new
intakes; and for taking up the temporary 4-inch
main which was laid in 1900 to the old intakes,
was let to Mr. Wong A Chi in April. The lay-
ing of the new main was sufficiently advanced
by the beginning of October to admit of its
being utilised in place of the 4-inch main for
conveying the water from the old intakes to
supply Mongkoktsui and Yumai. By the
end of the year, three miles of it had been laid
and two new intakes completed, whilst several
others were well advanced. A watchman's
bungalow at the intakes was about completed
and the whole of the old main had been taken
up, the pipes being cleaned and returned to the
Government Store.

(iii) Service Reservoir near Kowloon Tong.
—Tenders for the construction of a large ser-
vice reservoir at Kowloon Tong, capable of con-
taining two million gallons, were called for in
December.

(iv) Defining Boundary of Drainage Area.
—Large concrete pillars have been established
to define the boundary of the drainage area of
the reservoir in course of construction and of
the intakes above Cheung Sha Wan.

POLLARD'S COMEDY COMPANY.

By this morning's mail we received a letter
from Mr. Alec Middleton the business manager
of Pollard's English Comedy Company, in-
forming us that their Manila season com-
menced on the 20th inst. when "they made an
instantaneous hit, receiving an ovation at the
termination of the performance from the largest
audience that has ever assembled in the theatre,
including the elite of Manila, Governor Taft
and a large party being present." The Compa-
ny have a very large repertoire, and it is the
general opinion that it is the best organisation
of comedy artists that has yet appeared in the
Orient. The Company open in Hongkong on
the 10th August.

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WEST RIVER TRADE.

(From Our Correspondent)

Canton, 24th July.

The great number of steam launches convey-
ing soldiers, stores and munitions of war to Wu-
chow for use in the suppression of the Kwang-
si Rebellion together with the progress of the
Canton-Hankow Railway along the river banks
again draws attention to the trade of the West
River. Since the arrival of the new Viceroy
in Canton over 200 launches have left that city,
carrying and towing soldiers, stores and war
material, and, owing to the strong tides run-
ning at this time of the year, they have made
long passages, and have had to call in at river
towns for supplies. As H.E. Tsen has given
strict orders that everything is to be paid for,
and holds the Captain of each party responsible
for any complaints, it may generally be said
that the river has never before seen so much
ready cash circulated. Since February last
when the eight new ports were opened for
passenger traffic the figures have risen remark-
ably. The ships plying are loaded with cargo,
and to such an extent has this trade devel-
oped that the combined companies owning the
Sainam (Capt. Branch) and S.S. Nanning
(Capt. Thomas) have bought a new twin
screw steamer, the *Tai Hing*, which will
start running in about two weeks' time.
Capt. Webster has been appointed to
command it. The joint companies have
also ordered from the Hongkong and Whampoa
Dock Co. a new boat which is to be built in
Kowloon Dock to special plans and require-
ments of experts who know every inch of the
river. She will not be a stern wheeler as the
present boats, but twin screw which are thought
more adaptable to the sharp turns, &c., that
have to be made at various points of the route.

Dosing, one of the newly opened ports for
passenger traffic, and one where ships calling
never fail to take passengers, is the most im-
portant of the new ports, and is the market
town for a distance of 20 miles round. Con-
sequently there is quite a considerable amount
of product to be shipped to Wuchow or Canton,
but the new privilege of calling does not per-
mit ships under foreign flags taking cargo, so
that it either goes in small quantities by steam
launch to Canton or is towed or dropped down
by the tide to Tak Hing further up the river
where foreign vessels are allowed to load.
Why this state of affairs should exist is a ques-
tion for our Consuls. These ports were all
open to all trade in 1897, and why not now?
If I may suggest a reply I would say it is
owing to opposition by the Canton Customs.
But there is a new head of Customs affairs
and this is the Consul's opportune moment.

Kongmoon, by treaty, should be opened as
a treaty port by 1904; but as far as I can as-
certain no movement has yet been made to this
end.

On the West River, where there are only
four Customs stations with Europeans, one has
of necessity to contend with like and native
customs. It would be interesting to know,
by what is generally known as the Foreign
Customs, and duties collected are from foreign
ships, what percentage, if any, of native customs
duties goes toward the indemnity. A well-
known tobacco company immediately saw a
splendid ground for a market for their goods;
it is not so very long ago that they made an
excellent move. Their representatives hired a
launch with house boat in tow and took a cargo
up river stopping at every port and town, inter-
viewing the biggest shopkeepers and leaving
large quantities of their goods on sale, or
return. Thus they proceeded as far as Wuchow.
On their return journey they visited the shop-
keepers and inquired if they had sold any; if
they had not they were made a present of the
goods to be distributed about the town as an
advertisement. They also placarded every
town they entered with their many artistic
advertisements. I am assured they are reaping
a good harvest from this simple enterprise.
Now the Chinese can sell the cigarettes
cheaper than the travellers themselves, the
natives being able to smuggle the goods.

Yuet Shing, the city of the temple of the
mother

Shipping.

Arrivals.

Thea, Ger. s.s., 934, Ohlerich, 24th July.—
Newchwang 14th July, Chefoo, 16th, and
Tientsin 18th, Gen.—Chinese.
Maidun Maru, Jap. s.s., 667, Saito, 24th July.
—Anping via Amoy and Swatow 23rd
July, Gen.—O. S. K.
Tainha Maru, Jap. s.s., 3,800, Wale, 25th July.
—Yokohama via Shanghai 22nd July, Gen.
—N. Y. K.
Hanoi, Fr. s.s., 730, Mercees, 25th July.
—Haiphong 21st July, and Hoihow 24th,
Gen.—A. R. M.
Sungking, Br. s.s., 1,021, Outerbridge, 25th July.
—Manila 22nd July, Gen.—B. & S.
Ulabrand, Nor. s.s., 1,269, Andersen, 25th July.
—Moj 18th July, Gen.—C. & Co.
Satsuma, Br. s.s., 2,697, Chubb, 24th July.
—Manila 22nd July, Gen.—D. & Co., Ltd.
Hailong, Br. s.s., 783, Evans, 25th July.
—Swatow 24th July, Gen.—D. L. & Co.
Paoting, Br. s.s., 1,072, Wavell, 25th July.
—Canton 25th July, Gen.—B. & S.
Lyconopol, Ger. s.s., 1,238, Lehmann, 25th July.
—Shanghai 22nd July, Gen.—S. & Co.

Clearances at the Harbour Office.

Daijin Maru, for Swatow.
Tsunan, for Swatow.
Pak Kong, for Macao.
Sua Cheong, for Canton.
Wu Ping, for Wanchow.
Anda Rickmers, for Swatow.
Ming, for Kwong-chow-wan.
China, for Swatow.
Haiting, for Swatow.
Hoi Ho, for Canton.
Tsunan, for Shanghai.
Longseng, for Manila.
Sutsumu, for Shanghai.
Kwongchow, for Canton.
Hector, for Shanghai.
Tsunan, for Kobe.
Kenab, for Singapore.
Thea, for Canton.
Deima, for Saigon.
Wingchi, for Macao.

Departures.

July 25.
Tsunan, for Bangkok.
Kermanu, for Amoy.
Kermanu, for Manila.
Longseng, for Manila.
Zafra, for Manila.
Tsunan, for Shanghai.
Kennebe, for Singapore.
H. C. for Shanghai.
Candia, for Shanghai.

Passengers arrived.

Per Hailong, from Swatow—Mr. A. Sinclair,
and 15 Chinese.
Per Sungking, from Manila—Messrs. Auck-
terloie, Strong, Smith, Kirk, Holm, Gammo,
Anaki, Hurero, Nichols, Lockhart Bush,
Greenwood, Owens, Yoder, Cox, Wushberger
and others. Mrs. and Misses Von Spieler, Dr.
Bruce Paulkes, and 35 Chinese.

Per Tainha Maru, from Japan for Hongkong.
—Messrs. L. M. Jacobs, C. A. Forsaith, Mrs.
E. A. Saffert, Lieut. Campbell, Capt. J. R.
Procter, and Mr. J. Gault. For Singapore—
Mr. G. C. Wheeler. For Marseilles—Capt. J.
H. Hill, and Mr. and Mrs. G. Ishikawa. For
London—Messrs. J. Sumiya and Robert Lau-
kin.

Passengers departed.

Per Zafra, for Manila—Miss Rector, Messrs.
D. Char, T. Cay, L. Lip, O. Jew, C. Angle, G.
Chew, S. Yumbo, Y. Guan, C. Bequen, T. E.
Toet, Y. Cu, O. Jompe, L. Cong, C. L. Coe, L.
Carm, O. Jompe, O. Kich, S. Que, O. Chui, P.
Paw, L. Kite, Sagar Khan, C. Kimco, A. Bee, A.
Pamp, C. Chow, A. E. Caw, A. Pressan, D.
Sly, A. Tu, C. Lang, D. Lay, A. Jant, D. Cay,
A. Soy, A. Pao, T. Cum, S. Thy, D. Hew, F.
C. Coy, L. Sang, C. Rademacker, A. H. Braack,
Capt. Mead, Messrs. Leoncio Rubio, Jose S.
Maco, E. Yarat, S. Cip, L. Gung Tim, Alfonso
Estevan, Zarate Sy Siz and S. Sung.

Per Longseng, for Manila—Capt. and Mrs.
C. F. Garry and infant, Capt. T. P. Dorrio,
Messrs. Domingo Pimentel, A. Ulin, Manuel
Gada, Dr. E. H. Woolsey, Messrs. Y. Yamani-
chi, Taisuke Fujiyoshi, Francisco Xavier,
Wong A. Kok, Tam Yik, Tam Wah, Poon
Chek Sang, Lu Kwong, Lim Teng Sam, A.
Sanchez, Miguel Juan, Fazio Anajas, Teodoro
Alcaralpa, Victor Morada, Perfecto Delgado,
Rito Vergio, Venancio Raguel and Basilio
Buenafior.

Steamers Expected.

Vessels	From	Agents	Due
Empire	Manila	G. L. & Co	26
Emp. of China	Shanghai	C. P. R. Co.	27
Sithina	Singapore	N. A. L.	27
Kinsaku Maru	Manila	H. V. & Co.	27
Namsang	Singapore	J. B. & Co.	28
Nestor	Singapore	J. B. & Co.	28
Tientsin	Singapore	P. O. Co.	28
Kamakura	Singapore	N. Y. K.	28
Tonkin	Singapore	N. Y. K.	29
H'kong Maru	San Francisco	P. M. Co.	Aug. 4
Indrapura	Ponland	P. & A. Co.	Aug. 10
City of Peking	San Francisco	P. M. Co.	Aug. 13

Shipping Reports.

Str. Hailong from Swatow—Light airs, fine
weather, smooth sea.
Str. Satsuna from Manila—Fine weather,
and calm throughout.

Str. Sungking from Manila—Generally
fine, light and variable winds, and showery.

Ships Passed The Canal.

Outward—1st July—Devonshire, Bamberg,
4th July—Tonkin, Nestor. 7th July—Vermont,
Foxlonhall, Manchuria, Indrade. 10th July—
Claverhill, Tracer, Moyuna, Renovirlich.
14th July—St. Irene, Konigsberg, Haddonhall,
Sumatra, Kintuck, 26th July—Kintuck,
Caledonia, Inaba Maru, Ningchow, Veneti.
21st July—Benalder, Flintshire, Glenrural,
Bombay, Marburg, Abyssinia.

Homeward—4th July—Kamakura Maru,
10th July—Stuttgart. 14th July—Segovia,
Sado Maru. 18th July—Nubia.

Arrivals at Home—4th July—Salazie, Zie-
ten. 7th July—Afridi. 10th July—Indrani,
Kamekawa Maru, Patroclus. 18th July—Cal-
chas, Glenstiel. 21st—Malacca. 21st July—
Oceanien, Tantalus, Chinn.

Hongkong & Whampoa Dock Returns.

San Joaquin..... at Kowloon Dock.
Powan..... " " " "
U.S.A.T. Ingalls..... " " " "
Wuchang..... " " " "
Lena..... " " " "
U.S.A.T. Sumner..... " Cosmopolitan "

Vessels in Port.

STEAMERS.
Alhanga, Ger. s.s., 2,769, Petersen, 17th July.
—New York 12th May, and Amoy 15th July,
Gen.—C. & Co.
Andrea Rickmers, Ger. s.s., 1,020, Kohn, 22nd
July.—Bangkok and Swatow 14th July,
Gen.—A. R. & Co.
Apenade, Ger. s.s., 763, Jensen, 22nd July.
—Haiphong and Hoihow 21st July, Gen.—J.
& Co.
Bygdø, Nor. s.s., 771, Sundersen, 22nd July.
—Moj 15th July, Gen.—S. W. & Co.
Catherine Apcar, Br. s.s., 1,730, Stewart, 20th
July.—Calcutta 5th July, Penang 11th, and
Singapore 14th, Gen.—D. S. & Co., Ltd.
Daijin Maru, Jap. s.s., 900, Ogata, 23rd July.
—Tamsui via Amoy and Swatow 22nd July,
Gen.—O. S. K.
Decima, Ger. s.s., 794, Schliker, 18th July.
—Samarang 8th July, Sugar—S. W. & Co.
Edendale, Br. s.s., 718, Moss, 12th July.
—Singapore 4th July, Gen.—Chinese.
Emma Lyken, Ger. s.s., 1,110, Martens, 20th
July.—Penang 9th July, Singapore 12th,
and Hoihow 19th, Gen.—E. A. T. Co.
Foreic, Br. s.s., 2,501, Cowley, 23rd July.
—Westport via Wellington (New Zealand),
Newcastle, N.S.W. 20th June, Gen.—D.
& Co., Ltd.
Haiting, Br. s.s., 1,267, Passmore, 24th July.
—Swatow 23rd July, Gen.—D. L. & Co.
Ingalls, Am. s.s., 1,347, Harrison, 10th July.
—Manila, P.I. via Mauban 7th July, Ballast
—Order.
Jeserie, Br. s.s., 1,113, Shotton, 8th July.—New
Zealand 9th June, Gen.—Mr. Dodman.
Korea, Am. s.s., 3,651, Seabury, 10th July.
—San Francisco 19th June, Yokohama 8th
July, and Shanghai 14th, Mails and Gen.—
P. M. S. S. Co.
Lena, Br. s.s., 679, Borge, 24th July.—Canton
23rd July, Gen.—C. & Co.
Loyal, Ger. s.s., 1,237, Buhrmann, 24th July.
—Hongay 21st July, Gen.—S. W. & Co.
Phra Chom Khao, Ger. s.s., 1,017, Reimers, 23rd
July.—Bangkok 13th July, and Kohsi-
chang 13th, Rice and Wood.—B. & S.
Pisanulok, Ger. s.s., 1,267, Fuchs, 22nd July.
—Bangkok via Swatow 21st July, Gen.—
B. & S.
Pompey, Am. s.s., 1,200, Range, 28th May.
—Manila, P.I. 25th May, Ballast—U. S.
Government.
Rijun Maru, Jap. s.s., 2,980, Ohno, 16th July.
—Shanghai 13th July, Gen.—N. Y. K.
Rohilla Maru, Jap. s.s., 2,399, Bishop, 23rd
July.—Manila 21st July, Gen.—T. K. K.
San Joaquin, Am. s.s., 237, Galdiez, 20th Apr.
—from Apari, Ballast.—Order.
Simongan, Dut. s.s., 1,200, Tol, 22nd July.
—Moj 15th July, Gen.—Yuen Fat Hong.
Solveig, Nor. s.s., 2,861, Kjetland, 19th July.
—Cardiff 31st May, Gen.—Order.
Taitu, Ger. s.s., 1,063, Menzell, 20th June.
—Mauritius via Singapore 14th June, Gen.—
E. A. T. Co.
Taiyuan, Br. s.s., 1,459, Dawson, 23rd July.
—Kobe 17th July, Gen.—B. & S.
Tsinan, Br. s.s., 1,460, Lindbergh, 21st July.
—Sydney 27th June, and Manila 19th, Gen.—
B. & S.
Victoria, Am. s.s., 2,112, Dobson, 24th July.
—Tacoma 27th June, Gen.—D. & Co., Ltd.
Wuchang, Br. s.s., 801, Somerville, 17th
July.—Canton 17th July, Gen.—B. & S.

SAILING VESSELS.

Boieldien, Fr. bq., 1,047, Harong, 24th June.
—New York 15th Dec., Kerosine.—S. O. Co.
Columbia, Am. sch., 772, Sprague, 27th Mar.
—B. & S.
Dharwar, Swed. bq., 1,270, Larsson, 11th
Apr.—Fremantle 13th Dec., Sandalwood.
—J. M. & Co.
Grosvenor, Br. bq., 516, Boga, 14th June.
—Mauritius 16th Jan., Sugar.—A. & Co.
Pierre Anonine, Fr. bq., 1,740, Reteget,
1st Apr.—New York 3rd Oct., Oil.
—Order.
Prince Albert, Norw. ship, 1,498, Hansen, 10th
June.—Fremantle 29th Apr., Sandal Wood.
—Gilman & Co.

Post Office.

A Mail will close for—

Canton—Per Fatsan, 26th inst., 9 A.M.
Nantao—Per Taihe, 26th inst., 9 A.M.
Macao—Per Wingchi, 26th inst., 9 A.M.
Swatow, Amoy and Tamsui—Per Daijin
Maru, 26th inst., 9 A.M.
Canton—Per Hunkow, 27th inst., 7:30 A.M.
Swatow—Per Hunkow, 27th inst., 10 A.M.
Singapore, Colombo and Bombay—Per
Kinsaku Maru, 27th inst., 11 A.M.
Macao—Per Hunkow, 27th inst., 12:15 P.M.
Manila, Thursday Island, Cooktown, Cairns,
Townsville, Brisbane, Sydney and Melbourne
—Per Taiyuan, 27th inst., 3 P.M.
Swatow, Ningpo and Shanghai—Per Tai-
seng, 27th inst., 3 P.M.
Ningpo and Shanghai—Per Poiting, 27th
inst., 4 P.M.
Kumchuk and Samshui—Per Tungkong,
27th inst., 4 P.M.
Sanbao—Per Lee Wing, 27th inst., 5 P.M.
Macao—Per Wingchi, 27th inst., 5 P.M.
Nantao—Per Taihe, 27th inst., 5 P.M.
Canton—Per Kinsaku, 27th inst., 5 P.M.
Swatow, Amoy and Anping—Per Maidun
Maru, 28th inst., 8 A.M.
Europe, &c., India, via Taitcorin—Per
Polynesian, 28th inst., 9 A.M.
Shanghai, Nagasaki, Kobe, Yokohama,
Honolulu and San Francisco—Per Korea, 28th
inst., 11 A.M.
Singapore, Penang and Calcutta—Per
Catherine Apcar, 28th inst., 2 P.M.
Shanghai, Moj, Kobe, Yokohama, Victoria,
(B.C.) and Seattle—Per Rijun Maru, 28th
inst., 3 P.M.
Hoihow—Per Wuchang, 28th inst., 3 P.M.
Shanghai and Chinkiang—Per Ichang, 28th
inst., 4 P.M.
Manila—Per Rohilla Maru, 29th inst.,
10 A.M.
Pori Darwin, Thursday Island, Cooktown,
Cairns, Townsville, Brisbane, Sydney and
Melbourne—Per Australian, 29th inst., 11 A.M.
Manila—Per Sungking, 29th inst., 3 P.M.
Swatow, Chefoo and Tientsin—Per Kwei-
yang, 30th inst., 4 P.M.
Kobe and Yokohama—Per Kamakura Maru,
30th inst., 5 P.M.
Manila—Per Rubi, 1st Aug., 9 A.M.
Keelung, Moj, Kobe, Yokohama, Victoria
(B.C.) and Tacoma—Per Victoria, 1st Aug.,
10 A.M.
Europe, &c., India, via Taitcorin—Per
Coramandel, 1st Aug., 11 A.M.
Shanghai, Nagasaki, Kobe, Yokohama,
Victoria and Vancouver, B.C.—Per Empress of
China, 5th Aug., 11 A.M.
Europe, &c., India, via Taitcorin—Per
Prinz Heinrich, 6th Aug., 11 A.M.
Manila—Per Zafra, 6th Aug., 9 A.M.
Shanghai, Nagasaki, Kobe, Yokohama,
Victoria and Vancouver, B.C.—Per Athenian,
12th Aug., 11 A.M.

THE WEATHER.

The following report is from Mr. F. G. Figs,
Acting Director of the Hongkong Obser-
vatory—

On the 25th at 11:55 a.m. The barometer
has risen moderately over Japan, fallen slight-
ly over China and the Philippines.
Pressure is high over the Pacific to the E. of
Japan, and relatively low over the E. coast of
China.
Pressure remains low over Luzon and the
adjacent waters.

Moderate S. monsoon in the Formosa Chan-
nel and light variable winds over the N. part
of the China Sea.
Forecast—light SE. winds; showery.

	On 25th 10 a.m.	On 24th 4 p.m.
Barometer	29.75	29.70
Temperature	84	86
Humidity	81	73
Rainfall	0.09	

CHINA COAST METEOROLOGICAL REGISTER.

	July 25th, 1903, a.m.	Bar.	Th.	Hu.	Wind	Wr.
Vladivostok	7 a.m.	29.80	63	99	—	0
emuro	5 a.m.	30.00	—	—	SE	2
Hakodate	—	30.07	—	—	—	0
Tokio	—	30.02	—	—	—	0
Kochi	—	29.91	—	—	W	2
Nagasaki	—	29.87	—	—	SE	4
Kagoshima	—	29.87	—	—	NE	4
Oshima	—	29.84	—	—	S	4
Naha	—	29.85	—	—	—	—
Ishigakijima	—	—	—	—	S	4
Taihou	5 a.m.	29.73	—	—	S	2
Taichu	—	29.74	—	—	—	—
Tainan	—	29.72	—	—	E	2
Koshun	—	29.73	—	—	—	—
Pescadore	—	29.73	—	—	S	2
Weihaiwei	9 a.m.	—	—	—	—	—
Gutslaff	—	29.73	77	95	S	3
Shap Peak	—	29.68	83	89	SE	1
Amoy	6:30 a.m.	29.75	85	79	SSE	1
Swatow	9 a.m.	—	—	—	—	—
Canton	—	—	85	83	SW	1
Hongkong	10 a.m.	29.73	85	76	E	1
Victoria Peak	—	—	—	—	SSE	1
Gap Rock	—	29.71	—	—	SSE	1
Macao	—	29.69	87	—	S	1
Haiphong	—	—	—	—	—	—
Manila	—	29.73	88	71	E	1
Bacolod	9 a.m.	—	—	—	E	1
Cebu	—	29.81	80	—	SW	3
Ilebu	—	29.80	83	—	—	—
C. St. James	10 a.m.	—	—	—	—	—

VISITORS AT THE HOTELS.

HONGKONG.

Ainsworth, J. E.
Anderson, Mr.
Anton, A. S.
Barrett, E. G.
Bleck, Mr. and Mrs.
Blanchard, E.
Boggan, Mr. and Mrs. R.
Bonner, E. A.
Bower, Mr. Webb
Bouillon, L.
Bowers, Dr.
Branch, B.
Brown, W. S.
Buck, Hart
Clark, Capt. and Mrs.
Clarke, W. G.
Colson, F. T.
Coulson, C. H.
Dean, G.
Denson, H. C.
Derbyshire, J. H.
Douglas, Capt. & Mrs.
Downing, T. C.
Edwards, F. W.
Ellis, Mr. and Mrs. A.
Emerson, A.
Espoo, O.
Fisher, H. G.
Garry, Capt. C. T.
Garry, Mrs. C. F.
George, C.
Glover, C.
Grant, Mrs. A. Powell
Hall, Capt. T.
Hamburger, H.
Haughton, W. B.
Haydon, J. T.
Hill, L. D.
Hooper, Mr. and Mrs.
Howard, Thos.
Icely, Rev. F.
Jackson, H. T.
Jameson, Mrs.

KING EDWARD.
Dose, E.
Furuta, C.
Howard, E.
Kamp, Vahl
Levy, B.
Marquart, Mr.

CONNAUGHT.
Campbell, R. E., Lieut. Lee, G. E.
J. R.
Darby, A. J.
Dufour, Mrs. B.
Houghton, R.
Jordan, Mr. and Mrs.
E. J.

OCCIDENTAL.
Adams, Mrs. H. and Harris, Paul H.
family.
Bock, O. A.
Breiner, S.
Burton, A. B.
Chandler, Capt.
Chisholm, John
Curtis, W. W.
Diss, George A.
Donald, W. H.
Hannes, Siegfried

PEAK.
McDermott, A. P. B.
McGowan, Mr. & Mrs.
A.
Mercedo, F. M. T.
Mitchell, Robert
Mortimore, Miss O.
Ollis, Mr. and Mrs. F.
Orlish, Owen
Brusse, George
Bunny, Major and Mrs.
J. W. and children
Caddell, Mr. and Mrs.
Chapman, Mr. & Mrs.
A.
Chichester, Maj. A. A.
Fernandez, Mr. and
Mrs. R. J.
French, A. S. C., Major
G. A.
Fuchs, A.
Gibson, Dr. Robert
Grant, G. C. Lindsay
Hamilton, Major A. B.
Hewitt, E. T. Baines
Hubbe, F.
Jeffries, H. U.
Jones, Mr. and Mrs. P.
N. H.
King R. H.
Lessons, Mrs.
Macleod, Wm., D.D.S.
Martin, R.

CRAIGIEBURNE.
Caufield, Master and Helms, W.
nurse
Gaskill, Mr. and Mrs.
Harvey, Lieut. and
Mrs. J. S.
Johnston, Mrs. and
child
Bassett, H. D.
Condy, C. and two
children
Crego, Mr.
Hayward, R.
Kernan, J.
Lok Man Yin
Lok Chow Tye
Maslowky, W.

THOMAS.
Bassett, H. D.
Condy, C. and two
children
Crego, Mr.
Hayward, R.
Kernan, J.
Lok Man Yin
Lok Chow Tye
Maslowky, W.

KOWLOON.
Colcutt, Miss M. A. B.
Curran, Capt. D. J.
Gleason, Mrs.
Graban, Jas. Wm.
Jackson, Mrs. and child
Walters, Mrs.
Kennedy, Mrs.

THE SHARE MARKET.

STOCKS.	PAID UP VALUE.	LAST DIVIDEND.	TO-DAY'S QUOTATIONS.
BANKS.			
Hongkong and Shanghai Banking Corporation.....	\$ 125	Div. of £1.10/- and bonus of 6/- @ 3/11 = \$25.26 for half-year ending 31/12/1902.	\$680
National Bank of China, Ltd.....	£ 1	3/11 = \$1.96 1/2 for 1902	\$28
Do. Founders.....	£ 1	None	\$10
MARINE INSURANCES.			
Union Ins. Society of China, Ltd.....	\$ 100	60 per cent = \$30 per share for 1901	\$500 sa.
China Traders' In. Co., Ltd.....	\$ 25	16% = \$4 for year ended 30.4.1902	\$62
North China In. Co., Ltd.....	\$ 25	Interim of £1 for 1902	Tls. 230
Yangtze Ins. Association, Ltd.....	\$ 60	20% = \$12 for 1901	\$135
Canton Ins. Office, Ltd.....	\$ 50	28% = \$14 per share for 1901	\$180 sa.
FIRE INSURANCES.			
Hongkong Fire In. Co., Ltd.....	\$ 50	32 1/2 per share for 1901	\$330 sa.
China Fire In. Co., Ltd.....	\$ 20	\$6 per share for 1901	\$87 sa.
SHIPPING.			
Hongkong, Canton, & Macao S. B. Co., Ltd.....	\$ 15	\$1 1/2 for half-year ending 31.12.1902	\$38 b.
Indo-China S. N. Co., Ltd.....	£ 10	5% = 10/- per share for 1902	\$95 b.
China & Manila S.S. Co., Ltd.....	\$ 50	10% = \$5 per share for 1900	\$21
Douglas S. S. Co., Ltd.....	\$ 50	Div. of \$3 for year ended 30.6.1902.	\$31
"Star" Ferry Co., Ltd.....	\$ 10	\$1.20 = 12% for year ending 30.6.1902	\$27 b.
"Shell" Transport & Trading Co., Ltd.....	\$ 5	60 cts. 30/4/03	\$17 b.
3rd Interim of 6d. for 1902	£ 1		£1 1/2 b.
Taku Tug & Lighter Co., Ltd.....	Tls. 50	Final of 5% making 7% for the year	Tls. 48 s.
Shanghai Tug Boat Co., Ltd.....	Tls. 100	Final of 7% making 10% for 1902	Tls. 360 b.
Shanghai Cargo B. Co., Ltd.....	Tls. 100	Final of 7% making 13% for 1902	Tls. 180 b.
Co-operative Cargo B. Co., Ltd.....	Tls. 100	Final of 7% making 13% for 1902	Tls. 180 b.
REFINERIES.			
China Sugar Refining Co., Ltd.....	\$ 100	Fin. of \$7 making \$12 for 1901	\$92 1/2 b.
Luxon Sugar Refining Co., Ltd.....	\$ 100	\$3 per share for 1897	\$10
Perak Sugar Cultivation Co., Ltd.....	Tls. 50	Fin. of 7% for year ending 30.9.02	Tls. 70 s.
MINING.			
Punjom Mining Co., Ltd.....	\$ 11	None	\$2 b.
Société Française des Charbonnages du Tonkin	Fr. 250	Fin. of Frs. 30 making Frs. 60 for 1902	\$600 s.
Jebeu Mining & Trading Co., Ltd.....	\$ 5	No. 9 of 5% for 1/2 year end. 31.7.94	\$1 1/2 s.
Raub Australian Gold Mining Co., Ltd.....	£ 18.10	No. 12 of 1/- per share 28.1.01	\$3 1/2 b.
Chinese Engineering & Mining Co., Ltd.....	£ 1	No. 1 of 1/6 per share 10.10.02	Tls. 6.30 s.
DOCKS, WHARVES AND GODOWNS.			
Hongkong & Whampoa Dock Co., Ltd.....	\$ 50	10% & bonus 2% for 1/2 year 31.12.02.	\$215
S. C. Farnham, Boyd & Co., Ltd. Tls. 100		Final of Tls. 8 making Tls. 15 for year ending 32.4.03	Tls. 157 1/2 sa.
Hongkong & Kowloon Wharf & Godown Co., Ltd.....	\$ 50	Final of \$2 1/2 making \$4 1/2 for 1902	\$88 b.
New Amoy Dock Co., Ltd.....	\$ 6 1/2	\$2 1/2 for 1902	\$37 1/2 b.
Shanghai & Hongkew Wharf & Godown Co., Ltd.....	Tls. 100	Final of Tls. 12 making Tls. 18 for 1902	Tls. 280 s.
LANDS, HOTELS AND BUILDINGS.			
China Provident Loan & Mortgage Co., Ltd.....	\$ 10	8% = 80 cents per share for 1902	\$9 1/2 sa.
Hongkong Land Investment & Agency Co., Ltd.....	\$ 100	Final of \$6 making \$12 for 1902	\$161
K'oon Land & Building Co., Ltd.....	\$ 30	\$2.30 per share for 1902	\$38 s.
West Point Building Co., Ltd.....	\$ 50	Final of \$1.60 making \$3.10 for 1902.	\$52 b.
Hongkong Hotel Co., Ltd.....	\$ 50	\$6 for 2nd & 1/2 year making \$12 for 1902	\$150 sa.
Oriente Hotel Co., Ltd. (Manila)	\$ 50	\$8 = \$4 for 1/2 year ending 31.12.1900	\$42 1/2 b.
Astor House Hotel Co., Ltd. (Shanghai)	\$ 25	15% for half-year ending 31.12.01	\$30 sa.
Hotel des Colonies Co., Ltd. (Shanghai)	Tls. 25	6% for year ending 31.3.03	Tls. 16 sa.
Queen's Hotel (Wei-hai-wei)	Tls. 25	First year	Tls. 25
Humphreys Estate & Finance Co., Ltd.....	\$ 10	9 per cent. for 1902	\$12 b.
Shai Land Investment Co., Ltd. Tls. 50		Interim of 6% for 1903	Tls. 106 ex d.
COTTON MILLS.			
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd. \$ 10		Interim of 40 cents per share.....	\$15 b. *
Ewo Cotton, Spinning & Weaving Co., Ltd..... Tls. 100		3% for period ended 31.10.97.....	Tls. 36 s.
International Cotton Manufacturing Co., Ltd..... Tls. 100		Interim of 3% on account of 1898	Tls. 40 s.
Laou-king-mow Cotton Spinning & Weaving Co., Ltd..... Tls. 100		Interim div. of 4% on acct. of 1898	Tls. 40 s.
Soy Chee Cotton Spinning Co., Ltd..... Tls. 500		4% for period ended 31.12.00.....	Tls. 160
CIGAR AND TOBACCO COMPANIES.			
Alhambra, Ltd..... \$ 500		25% for year ending 30.6.1900	\$250 b.
Philippine Tobacco Trust Co., Ltd..... \$ 50		None	\$15 b.
Shanghai-Sumatra Tobacco Co., Ltd..... Tls. 20		{ Final of Tls. 2.60 making Tls. 4.60 for year ending 31.10.02 }	Tls. 55 b.
MISCELLANEOUS.			
Green Island Cement Co., Ltd. \$ 10		12% = \$1.20 per share for 1902	\$24 b.
China-Borneo Co., Ltd..... \$ 12		First year	\$10 s.
A. S. Watson & Co., Ltd..... \$ 10		Interim of 5% for 1902	\$14 1/2 sa.
Watkins, Ltd..... \$ 10		\$1 per share for 1902	\$7 b.
Hongkong Electric Co., Ltd. \$ 10		90 cents for year ending 30.4.1903	\$12 1/2 b.
Hongkong Electric Co., Ltd. \$ 5		45 cents for year ending 30.4.1903	\$7 1/2 b.
Hongkong & China Gas Co., Ltd. \$ 10		10% div. and 1% bonus for 1901	\$140 b.
Hongkong Rope Manufacturing Co., Ltd..... \$ 50		\$10 for 1902	\$140 b.
Geo. Fenwick & Co., Ltd..... \$ 25		15 per cent = \$3.75 for 1902	\$47 1/2
Hongkong High-Level Tramways Co., Ltd..... \$ 25		Final of \$12, making \$16 for 1902.	\$250 b.
Dairy Farm Co., Ltd..... \$ 100		\$18 for year ending 31.11.1902	\$320
Hongkong & China Bakery Co., Ltd..... \$ 50		75 cents for year ending 31.7.1902	\$12
Campbell, Moore & Co., Ltd. \$ 50		5 per cent. = \$2 1/2 for 1901	\$40 b.
Bell's Asbestos Eastern Agency, Ltd..... £ 12.6		Div. of \$2 1/2 for 1902	\$20 s.
United Asbestos Oriental Agency, Ltd..... \$ 4		80 cents for year ending 31.5.02	\$10 b.
Do. Founders..... \$ 10		\$19.80 for year end. 31.5.02 acct. 1903	\$235 b.
Hongkong Steam Water-boat Co., Ltd..... \$ 10		Interim of 6%	\$14 1/2 b.
China Light & Power Co., Ltd. \$ 20		None	\$16 b.
Robinson Pianos Co., Ltd. \$ 50		5% = \$2 1/2 for half-year 1901	\$30
Manila Investment Co., Ltd. \$ 50		None	\$15 b.
William Powell, Ltd..... \$ 10		Final of 50 cents for half-year 30.5.02	\$10
Maatschappij tot Mijn, Bosch en Landbouw exploitatie in Langkat, Limited 100		{ 3rd Interim Dividend of Tls. 7 1/2 and bonus of Tls. 2 1/2 per share paid 15.6.1903 }	Tls. 290 b.
Telegraphic Address—"Rialto."		BENJAMIN, KELLY & POTTS, Share Brokers.	
Telephone No. 148, P. O. Box No. 117.			
NOTE: b.=buyers, s.=sellers, sa.=sales.			

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July 25th.

R. G. HECKFORD,
MANAGER.